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INTRODUCTION

This series of annual reports was initiated by the Canadian Air Transportation Administration (CATA) in 1974 to provide an overview of Canadian air travel with supplementary discussion of United States', North Atlantic, and World air traffic.

Each edition highlights the national trends in Canadian air travel with respect to passengers, aircraft movements and cargo. To provide an economic context, one section is devoted to a general discussion of the Canadian economy and another section briefly outlines the present energy situation, including aviation fuel prices and their impact on fares. Both of these sections address the period under review, as well as the near future.

In addition to the above, the 1983 Air Traffic Review presents an historical and forecast overview of the five aggregate demand indicators used within CATA. A summary of the factors influencing traffic in 1983 has also been included to clarify the trends observed in Canadian air travel.

OUTLOOK FOR THE CANADIAN ECONOMY

The single most important factor influencing air demand, is the general state of the economy, as this determines both the extent of business travel and the public's ability to afford discretionary travel. Historically, an expanding economy has meant increasing demand for air travel for both business and non-business purposes, with the response of air travel demand lagging major shifts in the economy from six months to a year.

In 1983, the Canadian economy began to recover from the worst recession the nation has experienced since the great depression of the 1930's. Real Gross National Product (GNP) in 1983 increased 3.3%, this compared to the decline of 4.4% in real terms suffered in 1982. Due to the previously described lag in the response of aviation demand to improvements in the general economy, air travel demand continued to decline throughout the first three quarters of 1983 with this downward trend finally being reversed in the last quarter of the year. Both the general economic recovery and the growth in air travel demand have continued into 1984 with the increase in GNP now expected to exceed 4.1% in real terms for 1984.

All of the economic forecasts for Canada (i.e., those prepared by the Conference Board, the major banks, Informetrica, Data Resources, etc.) are calling for the real annual rate of increase in GNP to drop in 1985. Forecasts of growth in real GNP range from 0.6% to 3.6% with the average being approximately 2.5%. This slow down in economic growth is forecast to continue into 1986, when the real GNP is forecast to expand by approximately one-half of the 1985 rate (i.e., the forecasts of the real increase in GNP for 1986 range from 0.6% to 2.9% with the average being 1.5%). In 1987, these same forecasters predict the economy will likely cycle back to a period of accelerating growth. While it is very difficult to forecast the exact pattern of economic cycles beyond this point, it is expected that the average real annual growth rate for the Canadian economy will be between 2.5% and 3% into the early 1990's.

On a regional basis, two recent developments of economic significance have taken place. First, resource prices including international oil prices, have fallen significantly. Second, consumer confidence, and hence spending, has risen significantly. Ontario and Quebec have been the principal beneficiaries of the strengthening in consumer spending while Alberta's economic growth prospects have diminished as a result of the resource market downturn. Despite the slow down in economic expansion and the postponement of a number of resource related, mega projects in Alberta, this province will still maintain economic growth well above the national average. British Columbia, which was particularly hard hit by the recession, has still not fully recovered due to the weak demand for its forest and mining products and generally low resource prices. Economic growth for

the Atlantic Provinces is expected to exceed the Canadian average due to offshore oil and gas exploration and related construction and service activities.

In summary, the Canadian economy has now recaptured the ground lost during the recent recession and is expected to grow throughout the remainder of the decade, although at a rate considerably below the rate of economic expansion experienced during the 1960's and 1970's. Growth in aviation demand can be expected to continue to parallel this economic growth.

Energy Price and Supply

Fuel costs are a major component in the total operating costs of the Canadian airlines. As shown in Table 1, in 1981 fuel costs were approximately 26.5% of the total costs of the level I-III carriers. This represents a dramatic increase from the portion of total airline costs for aviation fuel in 1973. At that time, fuel costs were only 12% of the total operating costs for the level I-IV carriers.

This dramatic escalation in airline fuel costs was brought about by the increases in world oil prices since 1973. The Arab oil embargo and the strength of OPEC in setting oil prices has caused the world price of a barrel of oil in current dollar terms to increase by an average of almost 14% per year over the last ten years. By 1977, the price of aviation fuel in Canada had doubled from the 1973 level in real terms and following a second round of major price increases beginning in 1978, it reached almost triple the 1973 price in real terms by 1981. Since 1981, a period of relative stability in petroleum pricing and supply has existed. The world price of oil began to fall as a result of surplus supplies caused by the economic recession, energy conservation measures and the inability of OPEC to limit the oil production of certain members in order to maintain the price.

In Canada, the price of jet fuel continued to increase to 1983 despite the drop in world petroleum prices. This was due to the schedule of continued price increases which came into effect under the Alberta Oil Pricing Agreement. In addition to this, the price of domestic oil discovered before 1981 (conventional oil) is pegged at the 1981 level while the oil companies are allowed to charge the world price for new oil discovered after 1981. As the ratio of old to new oil (61%/39% in 1981) shifted in favour of an increased proportion of new oil (53%/47% in 1984), Canadian fuel prices continued to increase in spite of the drop in world oil prices.

The world price of oil fell to $29.00 U.S. per barrel in 1983. The blended price of Canadian crude oil was approximately 90% of the world price in that year. The average price[1] of aviation turbo, paid by Canadian carriers, was 31.8¢/litre and for aviation gasoline, it was 49.7¢/litre. Fuel costs in 1983 represented 25.4% of total operating expenditures for the Canadian airlines.

The recent increase in the petroleum compensation charges announced in the federal economic statement of November 1984, has added approximately 5% to the price of Canadian oil products. The Alberta Energy Agreement is due to be renegotiated and it is expected that all Canadian oil will be priced at World levels under the new agreement. If such a decision is taken this could add another 5% to the price of aviation fuels in 1985.

Over the longer term, world oil prices are expected to remain relatively stable. Most of the pressures for major price increases, that existed in the past, have been eliminated. The supply shortages experienced in earlier years have been brought under better control by the energy conservation measures in the industrialized nations. The recent world economic recession also helped to limit energy demands as the major economies operated at below full capacity. The increased supplies from other nations, in particular the North Sea area, also helped to limit OPEC's market dominance as its share of the total world oil market has been reduced significantly. This situation of increased oil supplies with limited growth in demands is expected to continue until the early 1990's. As a result, the forecast for Canadian aviation fuel prices is for relative stability during the forecast period.

A second major factor impacting upon the Canadian airlines total fuel costs is fuel efficiency in aircraft operations. Throughout 1983, Canadian air carreirs continued to implement energy conservation measures to control fuel expenditures. Examples of the types of measures being taken are reductions in cruise speeds, replacement of older, high fuel consumption aircraft by newer, more fuel efficient models, reduction in flight fuel reserves, improved engine maintenance, better matching of aircraft sizes to markets to increase load factors, and improved air traffic flow management to reduce traffic congestion delays. These measures have been having an impact upon the fuel consumption levels of the airlines. Fuel efficiency, as measured by the number of available seat kilometres per litre of fuel consumed increased at a rate of about 5% per annum between 1974 and 1982. Eliminating the changes in aircraft size, fuel efficiency, as measured by the number of litres of fuel consumed per kilometre flown, increased by 2% per annum during the same period. It is expected that the efficiency gains over the forecast period will subside slightly due to the increasing difficulties airline companies will have adding improvements. Also, the large capital outlays for the new fuel efficient aircraft and recent reductions in fuel prices have caused the airline companies to delay their purchases.

Based on the potential payoff of these measures, the National Energy Board (NEB) is forecasting air fuel efficiency to improve at a rate of 2% per year from 1985 to 2005, yet despite the improved efficiency they estimate the demand for jet fuel (which was 4 million cubic metres in 1983) will continue to rise at an average annual rate of 2.3% over the same period. The demand for aviation gasoline on the other hand is forecast by the NEB to decline by 0.8% per year over the period.

TABLE 1

FUEL CONSUMPTION AND EXPENDITURES FOR CANADIAN AIR CARRIERS LEVELS I-IV (1971-1980) AND NEW LEVELS I-III (1981-82)[1]

	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Turbo Fuel												
gallons (000,000)	501.2	541.4	623.5	694.6	735.7	724.2	722.4	742.0	833.6	851.6	834.4	782.6
total cost ($000,000)	85.5	98.1	131.1	240.0	317.7	348.4	396.1	453.9	592.1	821.2	1,112.5	1,157.4
cost per gallon	$0.17	$0.18	$0.21	$0.35	$0.43	$0.48	$0.55	$0.61	$0.71	$0.96	$1.33	$1.48
(constant $ 1980)[2]	$0.36	$0.36	$0.39	$0.59	$0.65	$0.68	$0.72	$0.73	$0.78	$0.96	N/A	N/A
Aviation Gasoline												
gallons (000,000)	18.6	21.0	18.0	18.7	18.6	17.7	18.3	17.9	17.8	18.1	13.0	10.8
total cost ($000,000)	8.5	9.8	9.1	11.1	12.9	13.5	15.5	17.1	18.8	23.2	23.4	21.7
cost per gallon	$0.45	$0.47	$0.51	$0.59	$0.69	$0.76	$0.85	$0.95	$1.06	$1.28	$1.80	$2.01
(constant $ 1980)[2]	$0.95	$0.95	$0.95	$0.99	$1.05	$1.07	$1.11	$1.14	$1.17	$1.28	N/A	N/A
Total Fuel Cost ($000,000)	94.0	108.0	140.2	251.1	330.6	361.9	411.6	470.9	610.8	844.4	1,135.9	1,179.1
Total Operating Expenditures ($000,000)	860.5	977.8	1,172.9	1,525.2	1,822.9	2,002.3	2,214.5	2,514.1	3,088.1	3,671.3	4,286.1	4,440.4
Fuel Cost as Percent of Expenditures	10.93	11.04	11.95	16.46	18.13	18.07	18.59	18.73	19.78	23.00	26.50	26.55

LEVEL DEFINITIONS 1971-1980

Footnote 1 - Level 1 carriers include Air Canada and CP Air.
- Level 2 carriers include Pacific Western, Nordair, Quebecair and Eastern Provincial.
- Level 3 carriers other than those already mentioned which had gross revenues of over $1 million.
- Level 4 carriers include those which had gross revenues of between $300 thousand and $1 million.

The new Level I-III which came into effect in 1981 include the carriers in the old Levels I-III plus some of those included in the old Level IV. For a detailed definition of the new Air Carrier Levels, please see Statistics Canda Publication Catalogue number 51-206.

Footnote 2 - Constant dollars 1980 based on consumer price index as published in the Bank of Canada Review, October 1981 (Section 62).

Source Aviation Statistics Centre.

CANADIAN AIR TRAFFIC

The passenger traffic discussed in this chapter is based on aggregate (Table 2) and site specific data (Table 3), using enplaned and deplaned (E&D) passengers, as the traffic measure.

In previous years, the "Top 25" airports have been used to provide a consistent statistical series of passenger and cargo data representative of national trends. This series also established the historical base for the passenger and cargo demand indicator forecasts. During 1984, a new series was established, using the Top 30 airports (based on 1981 passenger volumes) to comprise a constant base for these purposes. The changes were made to improve regional and national representation. The figures in Table 2 indicate the mainline unit toll* and international and domestic charter passenger volumes for 1982 and 1983 and the 83/82 year over year percentage change for this group of airports.

Table 3 presents the enplaned and deplaned passenger figures by market sector for the Top 3** airports in Canada.

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* That type of unit toll operation carried out by Air Canada, CP Air, and the four Regional Carriers (Eastern Provincial Airways, Quebecair, Nordair, and Pacific Western Airlines) as well as subcontracted services by these carriers.

** For Montreal, traffic using Mirabel and Dorval is combined.

TABLE 2

E+D PASSENGERS TOP 30 AIRPORTS
(000's)

Mainline Unit Toll	1982	1983	% Change
Domestic	30335.7	28719.2	-5.3
Transborder	7691.6	7461.1	-3.0
Other Int'l.	2395.4	2467.6	3.0
Total	40422.2	38647.6	-4.4
Charter			
Domestic	496.5	671.1	35.2
International	2896.7	3090.5	6.7
Total	3393.2	3761.6	10.9
Grand Total	43815.3	42408.8	-3.2

Totals may not add due to rounding.

NOTE: These data are based on mainline unit toll and domestic and international charter services.

TABLE 3

E&D PASSENGERS "TOP 3" AIRPORTS
(000's)

AIRPORT	1982 TOTAL	1983 TOTAL	% Change
Lester B. Pearson Int'l.[1]			
Mainline Unit Toll			
Domestic	7117.6	7008.3	-1.5
Transborder	3647.9	3539.3	-3.0
Other International	923.8	929.9	0.7
Total	11689.2	11477.4	-1.8
Charter			
Domestic	212.5	312.1	46.9
International	1365.7	1565.8	14.7
Total	1578.2	1877.9	19.0
GRAND TOTAL	13267.4	13355.3	0.7
Montreal Area[2]			
Mainline Unit Toll			
Domestic	3447.4	3293.4	-4.5
Transborder	1771.4	1645.0	-7.1
Other International	929.9	960.4	3.3
Total	6148.8	5899.3	-4.1
Charter			
Domestic	16.5	16.9	2.4
International	427.5	421.1	-1.5
Total	444.0	438.0	-1.4
GRAND TOTAL	6592.8	6337.2	-3.9
Vancouver International			
Mainline Unit Toll			
Domestic	4152.3	3963.9	-4.5
Transborder	1089.0	1172.5	7.7
Other International	307.0	361.3	17.7
Total	5548.2	5497.7	-0.9
Charter			
Domestic	135.5	164.4	21.3
International	525.9	483.4	-8.1
Total	661.4	647.9	-2.0
GRAND TOTAL	6209.7	6145.6	-1.0

1 Toronto International Airport was renamed Lester B. Pearson International in December 1983.

2 Montreal Area refers to operations at Dorval and Mirabel airports.

I Passenger Traffic
Mainline Unit Toll Services

While year-end results for 1983 still reflected an overall decrease (-4.4%) from 1982 passenger volumes experienced at the Top 30 Canadian airports, the comparative trend showed improvement towards the latter half of the year, offering the first indication that the downward trend in traffic levels which began in 1981, was at an end. Illustrating this, it can be noted that in 1982 passenger levels decreased -11.6% from the previous year and this trend continued into 1983, when halfway through the year the year-over-year traffic was down 11.1%.

The domestic traffic sector fared the worst in 1983, decreasing by 5.3% over 1982 volumes. This sector in 1982 had experienced a drop of 12.4% from the previous year. Similarly, transborder traffic, which decreased by over 10% in 1982, dropped by another 3.0% in 1983.

The other international traffic represents the only sector of mainline unit toll services which actually increased (3.0%) over 1982 volumes, following a 5.5% decrease in 1982.

In reviewing passenger traffic at the Top 3 airports, the following observations can be made:

- as in 1982, the three major airports experienced decreases in mainline unit toll traffic volumes, although in all cases the severity of decline was less than that of 1982. Traffic volumes at Montreal Area dropped the most (-4.1%), while Lester B. Pearson and Vancouver reported decreases of 1.8% and 0.9%, respectively;

- Lester B. Pearson International remains the busiest airport in Canada, in terms of actual passengers processed, with over 11 million passengers carried on mainline unit toll services in 1983;

- Montreal Area and Vancouver airports both experienced decreases of 4.5% in domestic passenger volumes, while Lester B. Pearson airport's domestic traffic fell by 1.5%. These rates of decrease were less than those suffered in 1982 (ranging from 9-16%);

- transborder traffic actually increased in 1983 at Vancouver airport, rising by 7.7% from 1982 volumes. Lester B. Pearson airport reported some decrease in transborder traffic again (-3.0%) while Montreal Area transborder traffic fell by 7.1% from the previous year's volumes;

- the other international sector of mainline scheduled traffic actually exhibited increases at all three airports ranging from a rise of 0.7% at Lester B. Pearson International to 17.7% at Vancouver. Montreal Area's other international traffic increased by 3.3% over the last year.

International Charter

Growth in the international charter sector of passenger traffic has remained relatively strong, growing at 6.7% at the Top 30 airports in 1983. This follows an increase of 11.0% in 1982 and brings the number of international charter passengers at the Top 30 airports to over 3 million, representing over 7% of the total traffic at these airports.

Lester B. Pearson International Airport alone accounted for over half of the international charter passengers carried, and reported an increase of 14.7% in 1983. In contrast, international charter traffic decreased at both Vancouver and Montreal Area airports, by rates of -8.1% and -1.5% respectively.

Despite a slight decrease from 1982 volumes, the U.S. market continued to capture the largest percentage of the international charter market (almost 51%), while European traffic maintained its proportion of almost 30%. Southern charter travel increased its share to almost 20%, from 14% in the previous year, as a result of a 55% increase in traffic volumes. This large increase reflects, for the most part the volume of traffic to Mexico, influenced by the devaluation of that country's currency in 1983.

Domestic Charter

Domestic charter activity at the Top 30 airports maintained its trend of strong growth seen in the previous year, increasing by 35.2% in 1983. This brings the volume of passengers carried on domestic charters to almost 700,000 and its proportion of the total to 1.6%.

Canadian Air Traffic

II Aircraft Movements

1983 marked the fourth consecutive year that total aircraft movement activity decreased at the 61 Transport Canada tower-controlled airports. While this decline was the result of similar percentage decreases in both the local and itinerant categories, the overall decrease in 1983 was 5.7%, an improvement over the 16.6% drop in movements the previous year.

The tower airports handled a total of 5,272,366 aircraft landings and takeoffs during the year, of which itinerant activity accounted for 2,912,498 movements, or 55.2%. The proportion that interant activity comprises of the total has been gradually, but steadily growing for the past ten years, and 1983 marks the fifth consecutive year that the level of itinerant traffic surpassed that of local activity.

Contributing most significantly to the 5.0% decrease in itinerant movements were the Air Carrier Unit Toll and Other Commercial categories which dropped by 5.8% and 9.7% respectively. The decline in volumes of Private movements levelled off to 1.9%, from a decrease of 14.1% the year before. Categories which recorded improvement over 1982 volumes include Air Carrier-Charter, with a 28.5% increase, and Government - Civil and Military with increases of 3.2% and 0.7% respectively.

Local movements in total dropped by 6.5% from 1982 volumes, as a result of a 7.2% decrease in Civil activity. Military movements, making up only a small percentage of the Local number, increased by 14.9% over 1982 volumes. Table 4 summarizes aircraft movements at the Tower airports.

In 1983, of the five leading airports in itinerant movements, Lester B. Pearson alone reported increased activity, retaining its 1982 ranking as the busiest airport in terms of itinerant aircraft movements. Vancouver ranks second, with Dorval third, and Calgary slipping to fourth place, these latter two reversing their 1982 positions. Edmonton Municipal maintained its place as the fifth-busiest airport.

Itinerant movement data for these sites are depicted in Table 5.

TABLE 4

DISTRIBUTION OF TOTAL AIRCRAFT MOVEMENTS
AT TRANSPORT CANADA TOWER CONTROLLED AIRPORTS
1981, 1982, 1983

Number of Airports	1981 60		1982 60			1983 61		
TYPE OF OPERATION	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	% CHANGE OVER 1981	NUMBER	% OF TOTAL	% CHANGE OVER 1982
Itinerant								
Air Carrier - Unit Toll	801925	12.0	768102	13.7	-4.2	723303	13.7	-5.8
- Charter	67155	1.0	66893	1.2	-0.4	85971	1.6	28.5
Other Commercial	1576978	23.5	1248506	22.3	-20.8	1127373	21.4	-9.7
Private	886775	13.2	755177	13.5	-14.8	741178	14.1	-1.9
Government - Civil	94246	1.4	100708	1.8	6.9	103976	2.0	3.2
- Military	100563	1.5	100142	1.8	-0.4	100862	1.9	0.7
TOTAL ITINERANT	3569176**	53.3	3067161**	54.9	-14.1	2912498**	55.2	-5.0
Local								
Civil	3052383	45.6	2436069	43.6	-20.2	2260754	42.9	-7.2
Military	78539	1.2	86268	1.5	9.8	99079	1.9	14.9
TOTAL LOCAL	3131486**	46.7	2522606**	45.1	-19.4	2359868**	44.8	-6.5
GRAND TOTAL	6700662	100.0	5589767	100.0	-16.6	5272366	100.0	-5.7

** Due to a change in reporting system, further breakdown of itinerant and local movements at Vancouver Harbour are not available. Therefore, the sum of the components does not equal the total shown for itinerant and local movements.

TABLE 5

Five Leading Airports in Itinerant Movements
1981, 1982, 1983

AIRPORT	1981 Rank	1981 Number	1982 Rank	1982 Number	1983 Rank	1983 Number
Lester B. Pearson International	2	245987	1	234997	1	235467
Vancouver International	1	262528	2	227440	2	222526
Montreal (Dorval)	5	167649	4	155769	3	149092
Calgary International	3	188467	3	157857	4	147760
Edmonton Municipal	4	176323	5	139661	5	1297930

Canadian Air Traffic

III Air Cargo

The following are enplaned and deplaned (E&D) air cargo figures for the Top 30 airports in Canada:

TABLE 6

E&D CARGO TOP 30 AIRPORTS[1]
(000's Tonnes)

	1982	1983	% Change
Domestic	306.8	331.5	8.1
Transborder	62.6	63.2	1.0
Other International	77.3	92.2	19.3
Total Mainline Unit Toll Services	447.0	487.3	9.0
International Charter	14.9	8.5	-43.0
Grand Total	461.9	496.0	7.4

Indicative of recovery after a decrease of 4.5% at the Top 30 airports in 1982, total enplaned and deplaned cargo volumes grew by 7.4% in 1983. The actual volume of cargo processed in 1983 reached almost 500,000 tonnes.

Cargo carried on the domestic sector of mainline unit toll services rebounded from a 4% decrease in 1982 to post an increase of 8.1% in 1983.

Transborder scheduled cargo traffic grew only slightly in 1983 (1.0%), after suffering a 13.5% decrease in 1982.

Other international scheduled cargo volumes jumped by 19.3%, following a decrease of 1.0% in 1982.

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[1] These data are based on mainline unit toll and international charter services only. Equivalent cargo volumes are not reported by other carriers.

International charter services, at best a very volatile sector of the cargo market, decreased by 43.0%, bringing the total volume of cargo carried to 8500 tonnes. This sector also continues to make up only a very small portion (less than 2%) of the total cargo carried.

In reviewing cargo volumes reported at the Top 3 airports, the following observations can be made:

- Lester B. Pearson International Airport maintained its standing as the leading airport with respect to volume of cargo handled, with 189,700 tonnes, followed by Montreal Area with 103,500 tonnes, and Vancouver with 75,200 tonnes;

- all three airports recorded improvement in cargo traffic, with Montreal Area increasing the most (13.6%) followed by Vancouver Airport which grew in total by 11.9% and Lester B. Pearson Airport with a 5.9% increase;

- Montreal's strong growth in 1983 has been affected to a large degree by the following incentives announced late in 1982, aimed at attracting air cargo activity to Mirabel:

  1. Fuel Tax Removal (Federal) May 1, 1983 (Provincial) June 20, 1983 (Approximately 7.5¢ U.S. per U.S. gal.)

  2. Air Service (Landing Fee) May 1, 1983 Reduced for freighters (up to 70% less than standard rate, depending upon volume). Combi aircraft rate reduced to domestic landing rate of $2.12/1000 kg.

  3. "Open Sky" incentive - August 6, 1983 - allowing international carriers to use Mirabel to pick up or unload traffic originating outside Canada and/or destined to points outside Canada, with the objective of encouraging foreign freighter operators and charters to use Mirabel as an alternative to New York and Boston.

- the domestic sector of scheduled cargo traffic enjoyed strong growth at all airports, lead by Montreal Area with 17.3%, followed by Lester B. Pearson and Vancouver with 10.0% and 8.4% respectively;

- the highest growth in the mainline unit toll transborder sector was achieved by Vancouver, with a 25.7% increase over 1982, while Lester B. Pearson reported only a 1.4% increase, and Montreal Area actually decreased by 9.0%;

- cargo volumes carried on the other international sector of scheduled services also showed improvement over 1982 volumes, with Lester B. Pearson and Vancouver both reporting increases of 24.1% while Montreal Area grew by 13.3%;

- international charter services still acccount for very little of the total cargo carried, fluctuating considerably, especially at Lester B. Pearson International, from 11,500 tonnes in 1982 to 5000 in 1983.

The air cargo figures in Table 7 indicate the changes in 1983 volumes over 1982 at each of the "Top 3" Canadian airports. A separate comparison for Mirabel has been included in order to show the effects of the Cargo Incentives Policy instituted at Mirabel in late 1982.

TABLE 7

E&D CARGO "TOP 3" AIRPORTS
(000's Tonnes)

AIRPORT	1982 TOTAL	1983 TOTAL	% Change
Lester B. Pearson Int'l.[1]			
Domestic	105.7	116.3	10.0
Transborder	37.0	37.5	1.4
Other International	24.9	30.9	24.1
Total Mainline Unit Toll Services	167.6	184.7	10.2
International Charter	11.5	5.0	-56.5
GRAND TOTAL	179.1	189.7	5.9
Montreal Area[2]			
Domestic	38.2	44.8	17.3
Transborder	11.1	10.1	-9.0
Other International	41.2	46.7	13.3
Total Mainline Unit Toll Services	9C.4	101.7	12.5
International Charter	0.7	1.7	142.9
GRAND TOTAL	91.1	103.5	13.6
Mirabel			
Domestic	17.7	20.7	16.9
Transborder	3.5	3.3	-5.7
Other International	41.2	46.7	13.3
Total Mainline Unit Toll Services	62.3	70.7	13.6
International Charter	0.5	1.3	160.0
GRAND TOTAL	62.8	72.0	14.6
Vancouver International			
Domestic	51.1	55.4	8.4
Transborder	7.4	9.3	25.7
Other International	8.3	10.3	24.1
Total Mainline Unit Toll Services	66.9	75.0	12.1
International Charter	0.3	0.2	-33.3
GRAND TOTAL	67.2	75.2	11.9

[1] Toronto International Airport was renamed Lester B. Pearson International in December 1983.

[2] Includes data for Dorval and Mirabel combined.

Canadian Level I Carriers' System Traffic and Financial Results

1983 proved to be another difficult year for the industry, as passenger traffic (both unit toll and charter services) on Canada's seven major airlines dropped by 4.5% in 1983 from the previous year. A total of 21.1 million (preliminary data) passengers were carried in 1983, as opposed to 22.1 million in 1982.

Based on preliminary figures, operating revenues dipped slightly, to (Can.) $3.881 billion from $3.882 billion in 1982. However, the carriers' reduction in operating expenses by a larger percentage (2.6%) to $3.827 billion, resulted in an operating profit of $54 million as opposed to the $49 million operating loss suffered in 1982.

As previously noted a reversal of the downward trend, a trend which began in 1981, began in the fourth quarter of 1983 and has continued into 1984, as is evidenced by 1984 data. Passenger volumes for the first half of 1984 show a growth rate of 8% over the same period in 1983. Preliminary financial results for the first two quarters (Jan.-June 1984) are also encouraging, revealing a $15.9 million operating profit, as compared to a $54.6 million operating loss for the same period in 1983.

Again in 1983, the major Canadian airlines, facing intense competition for declining passenger volumes, participated in a continuous series of seat sales, offering deep discount fares. The end result was that in 1983, over 45% of Canadian passengers flew domestically on discount[1] fares.

Table 8 illustrates the relationship between World, U.S. and Canadian carriers' system traffic and financial statistics. The traffic statistics shown are for domestic and international scheduled traffic only, while the financial data results are for all traffic, including charter. Canadian financial results reflect preliminary data.

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[1] Discount fares include fares on Charter Class, Seat Sales, Advance Purchase Excursion, Group, Family Plan Dependents, Senior Citizen and Youth Service: Air Carrier Fare Basis Survey - Level I Carriers.

TABLE 8

Comparison of Air Carrier System Traffic and Financial Statistics - World, U.S., Canada

	World Airlines[1]			U.S. Majors & Nationals			Canadian Level I Carriers		
Traffic	1982	1983*	% Change	1982	1983	% Change	1982	1983*	% Change
Enplaned Passengers (millions)	758	785	3.6	282	301	6.7	19.2	18	-6.3
Passenger-km (millions)	1,137,000	1,187,000	4.4	407,200	434,309	6.7	32,095	31,323	-2.4
Passenger Load Factor	63.7	64.3	0.6	59.1	60.6	1.5	62.7	65.9	3.2
Financial									
Total Operating Revenues (millions $ U.S.)	93,240	97,000	4.0	35,238	37,623	6.8	3,146[2]	3,150[2]	0.1
Total Operating Expenses (millions $ U.S.)	93,400	95,000	1.7	35,975	37,345	3.8	3,186[2]	3,106[2]	-2.5
Operating Profit (Loss) (millions $ U.S.)	(160)	2,000		(737)	278		(40)	44[2]	

[1] "World" is defined as the operations of all IATA and non-IATA carriers recorded by ICAO.

[2] Canadian financial data have been converted to U.S. currency using the averaged conversion rate for each year.

* Preliminary

Note: All financial data are shown in current dollars.

Observations on Air Travel in the U.S.A.

In 1983, almost 318 million passengers were carried by the U.S. scheduled airlines, an increase of 8.1% over the 294 million carried in 1982. This represents a significant improvement over the previous year's increase of 2.8%, and a return to passenger levels experienced in 1979.

In terms of passenger miles flown, the U.S. scheduled airlines as a group registered traffic increases of over 8% in 1983. However, while the major carriers still comprise over 85% of the total traffic, considerable diversity in growth rates exists among the separate carrier groups. While the Nationals as a group recorded only a slight (0.7%) increase over the previous year, the Regional carriers almost doubled their traffic, enjoying an increase of 92% in 1983. Likewise, among the relatively new grouping of "post-deregulation" airlines, growth has been extremely rapid. However, in view of these carriers' relative proportion of total traffic - Regionals comprise less than 4% and the six larger post-deregulation carriers* combine for barely 2% of industry traffic - their impact on total traffic remains slight.

Of the total operating profit achieved by the industry in 1983, the Nationals as a group earned the largest share, with $145 million, while the Majors recorded close to $133 million and the Regionals $33 million. In contrast, 1982 results showed only the Regionals earning a modest operating profit of $4.3 million.

The principal elements of U.S. airlines' (Majors and Nationals) operating expenses remain labour, fuel and traffic commissions, in that order. It is interesting to note that labour costs, which comprised 36.6% of total expenses, increased in comparison to 1982 (in both current and real dollar terms), in spite of the fact that the average number of employees actually dropped. Conversely, fuel costs, contributing to 25% of the total expense bill, decreased by 6.5% to $8,639 million, although the number of gallons used increased slightly (3%).

Projections for 1984 indicate that the industry will earn about $1.5 billion in operating profits[1]. Preliminary first quarter financial results show that the industry achieved a $160 million profit - an $800 million turnaround from the $650 million operating loss recorded in the first quarter of 1983. Preliminary traffic statistics for the first half of 1984 show passenger-miles still increasing (2.7%) over the same time period in 1983, while load factors have slipped somewhat - from 61.4% to 57.9%.

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[1] Air Transort Association forecast.

Unlike the trend observed in passenger traffic, the overall 10% increase in cargo ton-miles reported for the total U.S. scheduled carriers was influenced by a large (23.2%) increase in cargo traffic carried by the National carriers. Major carriers exhibited only modest growth (2.8%), and the Regionals, in keeping with the passenger trend, increased their cargo traffic by 177%.

Again, it must be noted, that the proportion of cargo traffic carried by the Regionals amounts to little over 2% of the total industry.

Statistics for the scheduled operations of these carriers are shown on Table 9.

Financial results in 1983 also reflect improvement. Despite the $733 million operating loss suffered by the industry in 1982, the airlines were able to report a $310 million operating profit in 1983. This almost $1 billion increase in airline earnings was accomplished despite a decrease in passenger yield, which dropped from 11.77 cents per passenger-mile in 1982 to 11.64 cents in 1983. Both total operating revenues and expenses were up from the previous year, at $39 billion and $38.6 billion, respectively. Net industry losses in 1983 were $188 million, down from the $915 million net loss of the previous year.

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* The six larger post-deregulation carriers referenced here include People Express, New York Air, Muse Air, Midway, American West and Jet America.

TABLE 9

Scheduled Operations of U.S. Carriers
(Millions)

Revenue Passenger-Miles	1982	1983	% Change
Total U.S. Scheduled Airlines	259,643.9	281,305.3	8.3
Majors[1]	224,658.8	241,385.6	7.4
Nationals[2]	29,840.5	30,057.6	0.7
Regionals[3]	5,144.6	9,862.1	91.7
Cargo* Ton-Miles			
Total U.S. Scheduled Airlines	6886.0	7565.5	9.9
Majors	4945.9	5082.9	2.8
Nationals	1880.6	2317.7	23.2
Regionals	59.5	164.9	177.1

* Cargo data in this table includes freight, express, and mail.

1 Carriers with annual revenues of over $1 billion.

2 Carriers with annual revenues of $75 million to $1 billion.

3 Carriers with annual revenues of less than $75 million.

SOURCE: Air Transport 1984, Air Transport Association of America - Page 14.

North Atlantic and World Air Traffic

i) North Atlantic Traffic (NAT)

Total (scheduled and charter) North Atlantic passenger traffic increased by 6.3% in 1983, reflecting recovery from the decrease of almost 500,000 passengers experienced in 1982.

The number of passengers carried on both scheduled and charter services increased by roughly the same percentage in 1983, with scheduled services regaining their 1981 levels.

Out of a total of almost 20 million passengers travelling by air on the North Atlantic route, 83% of this market was to/from the United States and 16% was to/from Canada.

Both U.S. and Canadian travel markets experienced increases over 1982 levels, throughout their scheduled and charter sectors. In contrast to United States traffic trends, Canadian charters have maintained their share of this market at about 30%, compared with 28% in 1978 and 31% in 1973, while U.S. charters account for only 8% of the total U.S. NAT, in contrast to 20% in 1978 and 25% in 1973.

The industry load factor on scheduled services increased by more than 2 percentage points in 1983, to reach a record 70%.

Passenger and flight volumes (NAT) over the last five years are shown in Tables 10-A and 10-B, respectively.

ii) World Traffic

Following three years of minimal traffic growth, the first signs of an upturn have appeared during 1983. Compared to growth rates around 2% for the years 1980 to 1982, world traffic (international, domestic, scheduled and charter passenger-km flown) increased by over 4%, with the trend towards stronger traffic growth appearing in the latter half of the year.

TABLE 10-A

NORTH ATLANTIC PASSENGER TRAFFIC

1979-1983

Passengers (000's)	1979	1980	1981	1982	1983	% change 1982-1983
	(Includes flights via Miami gateway)					
Total scheduled	15830	16650	17236	16344	17388	6.4
Total charter	2759	1925	1779	2177	2301	5.7
TOTAL	18589	18575	19015	18521	19689	6.3

Notes: 1) These statistics illustrate the development of Total North Atlantic operations over the period 1979-1983, covering the scheduled and charter traffic of all airlines operating on this route, both IATA and non-IATA. Estimates have been included for the airlines which did not participate in this data collection.

Source: IATA World Air Transport Statistics 1983.

TABLE 10-B

NORTH ATLANTIC PASSENGER TRAFFIC

1979-1983

Flights	1979	1980	1981	1982	1983	% change 1982-1983
	(Includes flights via Miami Gateway)					
Scheduled	87736	87396	87180	84801	85244	0.5
Charter	15222	10632	12005	14772	15423	4.4
TOTAL	102958	98028	99185	99573	100667	1.1

Source: IATA World Air Transport Statistics 1983.

Scheduled Traffic

Preliminary figures for 1983 indicate that world airlines (i.e. all IATA and non-IATA carriers recorded by ICAO) experienced a significant increase in traffic (5.7%), carrying a total of 145,520 million tonne-kilometres of traffic (passengers, freight and mail) on scheduled domestic and international services.

Scheduled passenger traffic rose by an estimated 4.4% to 1187 billion passenger-km, and the actual number of passengers carried in 1983 rose by 3.6% to 785 million. The highest rate of increase was experienced in air freight, which grew by 10% to 34 billion tonne-km in 1983. Mail traffic increased by 3.9% to 4 billion tonne-km.

Passenger traffic accounted for 73.6% of the load, freight for 23.6% and mail for 2.8%.

For the second successive year, international passenger traffic grew by a lower rate than domestic. Scheduled domestic traffic moving within the United States (54%) and the USSR (25%) accounts for 79% of all domestic traffic in the world.

There were no significant changes in load factors in 1983 compared with those achieved in 1982; the passenger load factor for total scheduled operations remained at 64% while the total weight load factor increased only slightly (from 58 to 59%).

The total number of international tourist arrivals by all modes of transport estimated by the World Tourism Organization remained at about the same level as reported in 1982 (286 million), while world revenues from tourism grew by 2% (in current terms).

Charter Traffic

Total non-scheduled traffic (by scheduled and non-scheduled airlines) in 1983 continued to grow in terms of passenger-km flown, increasing by an estimated 3% over the 1982 volume of 116.2 billion passenger-km. While not matching the previous year's increase of 9.1%, the 1983 traffic has managed to surpass 1979 levels despite two consecutive years of decline in 1980 and 1981. While the domestic portion of the total non-scheduled traffic continued to increase at a much higher rate than the international traffic (9.3% vs. 2.7%), it is the international sector which still exerts the greatest influence over the total traffic, by virtue of the fact that it comprises over 90% of the total non-scheduled traffic.

The proportion of international passenger traffic carried on non-scheduled services remained at about 18% of the total international traffic. The proportion of this non-scheduled traffic in 1983 which was carried by specialized non-scheduled operators rose to over 60%, from about 50% the year before.

TABLE 11-A

Airports Having World's Highest Commercial** Traffic Volume: Rankings for 1983

Ranking by Aircraft Movements - Commercial Air Transport in 1983

City - Airport	Total		International Only in 000's
	Rank Order Number	Number in 000's	
CHICAGO - O'HARE INTL (N)	1	603.7	27.1
ATLANTA - HARTSFIELD INTL (N)	2	573.4	7.5
LOS ANGELES - LOS ANGELES INTL (N)	3	443.8	38.1
DALLAS - DALLAS-FT.WORTH	4	407.1	6.1*
DENVER - STAPLETON INTL (N)	5	384.8	9.8
SAN FRANCISCO - SAN FRANCISCO INTL	6	337.6	N/A
ST.LOUIS - LAMBERT INTL (N)	7	298.4	N/A
BOSTON - LOGAN INTL	8	289.0	17.5
MIAMI - MIAMI INTL	9	281.7	79.8*
NEW YORK - LA GUARDIA (N)	10	280.9	-
PITTSBURGH - GREATER PITTSBURGH INTL (N)	11	270.4	N/A
LONDON - HEATHROW	12	265.0	191.6
NEW YORK - KENNEDY INTL (N)	13	262.7	84.3
HOUSTON - HOUSTON INTERCONTINENTAL (N)	14	251.3	N/A
WASHINGTON - WASHINGTON NATL (N)	15	249.7	-
PHILADELPHIA - PHILADELPHIA INTL	16	247.0	N/A
NEW YORK - NEWARK INTL (N)	17	224.9	4.7
DETROIT - DETROIT METROPOLITAN	18	221.0	N/A
HONOLULU - HONOLULU INTL	19	215.2	N/A
CHARLOTTE - DOUGLAS INTL	20	204.9	-
MINNEAPOLIS - MINN.-ST.PAUL INTL (N)	21	204.5	0.4
FRANKFURT - FRANKFURT-MAIN	22	204.4	140.3
TAMPA - TAMPA INTL	23	202.5	4.3
PHOENIX - SKY HARBOR INTL	24	197.6	N/A
TORONTO - LESTER B. PEARSON INTL	25	197.0	73.7

* provisional or estimated data

N/A data not available

(N) change in traffic level and ranking from 1982 result in part from inclusion of commuter operations.

** refers to air services performed by scheduled or non-scheduled carriers which are available to the public for carriage of passengers, mail or cargo, for remuneration (Canadian equivalent of 'Air Carrier' and 'Other Commercial').

Source: ICAO Statistical Yearbook - Civil Aviation Statistics of the World - 1983

TABLE 11-B

Ranking by Passengers Embarked plus Disembarked - Commercial Air Transport in 1983

City - Airport	Total		International Only in 000's
	Rank Order Number	Number in 000's	
CHICAGO - O'HARE INTL	1	41 244	2 841
ATLANTA - HARTSFIELD INTL	2	37 920	1 194*
LOS ANGELES - LOS ANGELES INTL	3	33 427	4 910
NEW YORK - KENNEDY INTL	4	27 904	14 667
DALLAS - DALLAS-FT.WORTH	5	26 786	1 937
LONDON - HEATHROW	6	26 766	22 364
DENVER - STAPLETON INTL	7	25 247	279*
SAN FRANCISCO - SAN FRANCISCO INTL	8	23 154	2 154
TOKYO - TOKYO INTL (HANEDA)	9	22 929	475
MIAMI - MIAMI INTL	10	19 321	7 081
NEW YORK - LA GUARDIA	11	18 813	-
BOSTON - LOGAN INTL	12	17 849	2 130
FRANKFURT - FRANKFURT-MAIN	13	17 016	12 327
NEW YORK - NEWARK INTL	14	16 735	642
OSAKA - OSAKA INTL	15	16 363	3 161
PARIS - ORLY	16	16 258	6 847
ST.LOUIS - LAMBERT INTL	17	16 241	60*
HONOLULU - HONOLULU INTL	18	15 225	2 181
WASHINGTON - WASHINGTON NATL	19	14 166	-
PARIS - CHARLES DE GAULLE	20	13 411	11 692
TORONTO - LESTER B. PEARSON INTL	21	13 409	6 035
HOUSTON - HOUSTON INTERCONTINENTAL	22	12 985	1 327*
LONDON - GATWICK	23	12 471	11 436
ROME - FIUMICINO	24	12 148	N/A
PITTSBURGH - GREATER PITTSBURGH INTL	25	11 832	38*

* provisional or estimated data
N/A data not available

Source: ICAO Statistical Yearbook - Civil Aviation Statistics of the World - 1983

Note: In order to maintain as comparable a data base as possible, this figure includes traffic carried on mainline unit toll, other unit toll and total air charter services.

Tables 11A and 11B provide a comparison of traffic volumes at the major airports in the world.

Financial Results

Preliminary estimates for the financial results achieved by the world's scheduled airlines in 1983 indicate that these airlines as a whole realized an operating profit of 2% of total operating revenues, compared with a 1982 operating loss of 0.2%.

Operating revenues of scheduled airlines of ICAO Contracting States (excluding domestic operations in the USSR) are tentatively estimated at US $97.0 billion in 1983, an increase of 4% compared with the US $93.24 billion earned in 1982.

The operating expenses for the same airlines in 1983 are tentatively estimated at US $95.0 billion, which represents an increase of less than 2% over the US $93.40 billion incurred in 1982.

Subsequently, as the operating profit/loss for the world's scheduled airlines is the difference between operating revenues and expenses, 1983 preliminary figures yield an estimated operating profit of about US $2.0 billion, representing a very significant improvement when compared with the 1982 operating loss of US $160 million.

In 1983, the U.S. airlines as a group accounted for close to 40% of the aforementioned total operating revenues. For the airlines of the rest of the world combined, the operating result in 1982 was a profit of US $560 million and the preliminary estimates for 1983 indicate that this operating profit increased to about U.S. $1.5 billion[1].

Operating revenues from non-scheduled operations by specialized non-scheduled carriers increased by more than 5%, while those by scheduled airlines appear to have decreased by about 10% between 1982 and 1983. The operating revenues of the non-scheduled carriers are estimated at US $3.9 billion in 1983 as compared with US $3.7 billion in 1982. The corresponding figures for non-scheduled operations of scheduled airlines are US $2.8 billion and US $3.1 billion in 1982.

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[1] ICAO Annual Report, Vol. 39 No. 7, July 1984, page 27.

MISCELLANEOUS

Gallup National Omnibus Survey

A Gallup National Omnibus Survey was conducted in December 1983 for the Consumers Association of Canada to analyze consumer attitudes toward air travel. In total, 1071 adults were interviewed across Canada.

The survey indicates that 43% of the respondents have flown on a commercial airline at some time in the previous two years. Over the two-year period, 12% of the respondents took one or more business trips by air and 37% took one or more pleasure trips by air.

Of the business air travellers, 71% paid the regular economy fares while, of the air passengers travelling for pleasure, only 26% used regular economy fares.

International Travel

Statistics Canada conducts an on-going survey of international travel based on reports of entries and re-entries from border offices of Revenue Canada. The annual 1983 results are summarized below:

- The total number of residents and non-residents entering Canada increased by 8.3% in 1983.
- The number of Canadian residents and non-residents travelling between Canada and the U.S. by air dropped by 1.9%.
- The number of non-residents entering Canada (all modes) from countries other than the United States has dropped by 0.4% while the number of Canadian residents returning from these countries has increased by 17.0%.

APPENDIX "A"

DEMAND INDICATORS

This section is a direct extract from CATA's 1984 Planning Overview.

INTRODUCTION

The Canadian Air Transportation Administration (CATA) uses aviation activity forecasts extensively in the provision and regulation of facilities and services that support the civil air transportation system.

There are two main types of forecasts produced by DAPF: aggregate demand indicators (ADI) and individual airport activity forecasts (site specific).

This report summarizes the results of the November 1984 update of the aggregate demand indicator forecasts. The last update of these forecasts was prepared in May 1984.

This update is particularly significant in that it presents for the first time, a redefined set of CATA aggregate demand indicators. Based on discussions with the CATA directorates, the indicators have been altered to suit better the requirements of CATA management. The principal changes are summarized as follows:

1. For passengers and cargo: These forecasts, which were formerly based on mainline unit toll traffic for the Top 25 airports, are now based on mainline unit toll and international charter traffic for the Top 30 airports.

2. For itinerant aircraft movements: These forecasts, which were formerly based on itinerant movements at the Top 25 airports, have been replaced by forecasts for itinerant movements at all tower controlled airports.

3. For total registered aircraft: These forecasts have been replaced by forecasts of total registered aircraft with a valid certificate of airworthiness.

The forecasts contained in this report have been prepared in an air transportation environment characterized by rapid change and considerable uncertainty. The present domestic air carrier policy announced on May 10 in particular is stimulating significant changes in the cost and nature of air transportation services in Canada.

The key assumptions underlying these forecasts have been examined closely and critically by CATA management prior to finalization of the aggregate demand indicator forecasts. Many of the assumptions have been strongly influenced by our interpretation of the U.S. experience with deregulation and of its relevance to Canada. In addition, the Canadian experience to date with the present policy, particularly the response of the industry to the relaxation of certain licencing and pricing restrictions, has influenced the forecasts. Finally, considerable attention has been devoted to assessing the likely course of the Canadian economy, as this remains the single most important determinant of demand.

The following provides a more detailed discussion of each of the five aggregate demand indicator forecasts.

Enplaned and Deplaned Passengers/Total Mainline Unit Toll and International Charter at the "Top 30" Airports

The forecast for total mainline unit toll plus international charter enplaned and deplaned (E&D) passengers at the "Top 30" airports is presented in Chart 1. Also presented in Chart 1 is the forecast of all traffic (Unit Toll plus Domestic and International Charter, including Charter under 18,000 lbs.) at all airports based on a 1983 estimated value .

Passenger traffic at the "Top 30" airports increased dramatically during the 1970's, doubling between 1971 (23.0 million passengers) and 1980 (48.6 million passengers). Air traffic grew at an average annual rate of 12.1% between 1971 and 1975 and at 6.0% between 1975 and 1980. More recently, however, traffic has been severely depressed by the recession, declining by 11% between 1980 and 1982. A traffic rebound in the fourth quarter of 1983 marked the beginning of the upturn in aviation activity expected as part of the general economic recovery underway. However, due to decline in the first half of 1983, traffic for the full year declined (3.7%) when compared to 1982. Traffic during 1984 is expected to exceed the 1982 level, reflecting the return to economic growth in the nation.

Traffic growth in 1985 (10.5%) and 1986 (7.1%) is expected to be considerably stronger than economic growth alone would suggest. This reflects an assumption that regulatory reform will stimulate more competition, lower fares and hence more traffic. With this growth pattern, it is expected that the 1980 traffic volume, the previous high, will be reached again by 1985. Growth in the second half of the 1980's (in the order of 5% per annum for the period 1986-1991) reflects the economic growth expected (2.8%) and the anticipated long run stimulative impact of regulatory reform. Total mainline unit toll and international charter traffic in 1991 at the "Top 30" airports is forecast to reach 66.7 million enplaned plus deplaned passengers.

The growth rate of total traffic (6.4%) 1983-1991 is forecast to be slightly higher than that for mainline unit toll and international charter at the Top 30 airports (6.0%). This is because other unit toll carriers are expected to experience higher growth in demand as a result of regulatory reform. They are expected, as a result, to increase their market shares. In spite of this growth in other unit toll traffic, it is expected that mainline carriers will continue to carry more than 90% of the total demand for the entire forecast period.

Enplaned and Deplaned Cargo/Total Mainline Unit Toll and International Charter at "Top 30" Airports

The official CATA enplaned plus deplaned mainline unit toll plus international charter cargo forecast for the "Top 30" airports is presented in Chart 2.

After three years of declining traffic which saw E&D cargo drop 6.2% from 1979 to 1982, traffic increased significantly in 1983 (7.4%). This resurgence reflected the economic recovery under way both in Canada and internationally.

The future for air cargo appears good for a number of reasons, including:

- regulatory reform is expected to stimulate cargo as well as passenger traffic;

- international traffic is expected to continue to show strong growth, particularly the Pacific market, reflecting the strong growth in Pacific Rim economies (especially in regards to computer/electronics technology);

- high interest rates and thereby high carrying charges for inventories are leading businesses to turn to air cargo as a means of keeping these costs down.

Enplaned plus deplaned mainline unit toll plus international charter cargo is forecast to grow over 13% in 1984 based on figures to date and this accelerated growth is expected to continue into 1985, when growth in cargo is forecast to be 7.8%. The long term outlook for air cargo is for continued growth of 5.8% per annum between 1986 and 1991.

Itinerant Aircraft Movements at Tower Controlled Airports

The forecast of total itinerant aircraft movements at tower controlled airports is presented in Chart 3. Also presented in this chart are a forecast of itinerant air carrier movements and a forecast of itinerant general aviation movements for all tower controlled airports.

Itinerant aircraft movements at the tower controlled airports grew substantially during the 1970's, from 2,000,100 in 1971 to 3,697,500 in 1980, an 85% increase. In terms of annual growth rates, traffic grew at 10.6% per annum from 1971 to 1975 and 4.3% between 1975 and 1980. More recently, traffic has been severely depressed by the recession, declining 17% between 1980 and 1982. Itinerant movements declined by a further 5.0% in 1983, despite a strong recovery in the 4th quarter.

Itinerant air carrier movements account for 30% of total itinerant movements at the tower controlled airports. Itinerant air carrier aircraft movements at these airports increased by 50% between 1971 and 1980. These movements declined by 6.2% between 1980 and 1982, and by a further 3.1% in 1983, reflecting the continuing impact of the recession.

Air carrier aircraft movements during the 1970's have generally grown at a rate below that of the passenger demand, reflecting increasing load factors and larger aircraft. The trend toward

a steady increase in average aircraft size is not expected to continue as airlines seek to acquire and increase the utilization of medium size aircraft to offer higher frequency and more competitive service (in part as a result of the present policy).

Average loads on air carrier aircraft increased, particularly in the late 1970's, and peaked in 1980. During the recession, the significant drop in passenger demand temporarily reversed this trend. In 1984, however, the system load factor reached a record high. In the near term, regulatory reform and increased competition are expected to exert a downward pressure on average loads. However, load factors are forecast to return to high levels during the second half of the 1980's, as pressures to reduce costs increase.

The forecast of air carrier movements is based on the forecast of passenger demand described earlier and assumptions on load factor and aircraft size described above. The result is a forecast of fairly rapid growth in the short term as passenger demand is stimulated by real declines in fares and as carriers increase frequency of service to gain or maintain market share, causing load factors to fall. In the longer term, the growth in air carrier movements is expected to stabilize at a much lower rate, resulting in an average growth rate of 5.0% per annum between 1983 and 1991.

General Aviation (GA) itinerant movements comprise the majority (70%) of itinerant aircraft movements at the tower controlled airports. The GA traffic forecasts are derived as a function of the state of the economy and the cost of flying.

Itinerant GA movements increased by 100.0% between 1971 and 1980 but dropped by 26.2% between 1980 and 1983. This downward trend is expected to be halted in 1984 by the economic recovery. The average annual growth rate predicted for the period 1983-1991 is 4.9%. Unlike the May 1984 forecast, which called for a strong resurgence of GA activity, indications now point to a much more gradual increase.

For air carriers and GA combined, the resulting forecast of the growth in total itinerant aircraft movements at the tower controlled airports is 4.8% per annum, for the period 1983-1991.

Itinerant movements at all airports reporting to Statistics Canada are slightly more than one third greater than the volume at the tower controlled airports. Aircraft movements at all airports are predicted to grow at 4.8% per annum between 1983 and 1991.

Registered Aircraft with Valid Certificate of Airworthiness (C of A) Permit

The forecast of registered aircraft with valid C of A permits is presented in Chart 4.

The aircraft fleet is composed of two distinct elements: the air carrier component, comprising about 25% of the fleet and the GA component, comprising the remainder.

The size of the aircraft fleet with valid C of A permits in Canada has increased steadily since 1971, almost doubling in size by 1983 (19,320 versus 10,193). The stability in the growth of this demand indicator is reflected by the fact that, during the recent downturn, the aircraft fleet continued to grow (by 4.6% between 1980 and 1982). During the same period, the passenger demand dropped by 11%, air carrier aircraft movements dropped by 6.2% and GA movements dropped by 21.5%. In 1983, the registered aircraft fleet dropped slightly (-1.5%).

Air Carrier fleet requirements depend primarily on the demand, the characteristics of new and existing aircraft (seating capacity, speed, utilization), the characteristics of the network and carrier service strategy (i.e., improvements in frequency, non-stop flights, etc.). The GA fleet depends primarily on the interaction between the airman supply, aircraft demand, aircraft utilization, the general economic forecasts and the cost of flying. The air carrier fleet is projected to grow about 40% between 1983 and 1991, the private GA fleet about 20% and the commercial GA fleet (15% of the grand total) only about 5%. The resulting forecast growth for registered aircraft with valid C of A permits is 2.1% per annum 1983-1991.

One other GA category to note is the "ultra lights" which do not require C of A permits but whose numbers have risen from insignificance to become 4% of the 1983 total registered aircraft. Growth in ultralights is expected to parallel the overall long term growth of total registered aircraft by 1986 as the market for this activity matures. This results in a forecast growth for the entire fleet of 2.3% for the period 1983-1991.

CATA Licenced Personnel

The forecast of CATA licenced personnel is presented in Chart 5. In addition to the national indicator, this chart also presents a forecast of student permits as well as a forecast of commercial pilots.

This indicator was developed using time series analysis along with assumptions on future airman supply. The forecasts takes into consideration a slowdown in the number of student permits, reflecting the diminution of the proportion of population under 30 as the "baby boom" ages. This age group (under 30) is the major source of student fliers.

The number of CATA licenced personnel has grown steadily since 1971, increasing by 77% between 1971 and 1983. Between 1980 and 1982, the increase was slowed to about 2% and there was actually a slight drop in 1983 (-0.3%). The forecast for CATA licenced personnel is for an average annual growth rate of 3.1% for the period 1983-1991.

While the number of total pilots has increased slightly during the 1970's and 1980's, and is forecast to increase at an average annual growth rate of 3.1% between 1983 and 1991, the number of student permits has decreased significantly since 1979 (16,658 in 1983 versus 24,847 in 1979). The current forecast indicates that the 1979 level of student permits will not be reached again until the end of the decade (1990/1991). Commercial pilots are growing faster than total pilots 3.7% per annum 1983-1991, reflecting an ever increasing percentage of pilots obtaining commercial licences.

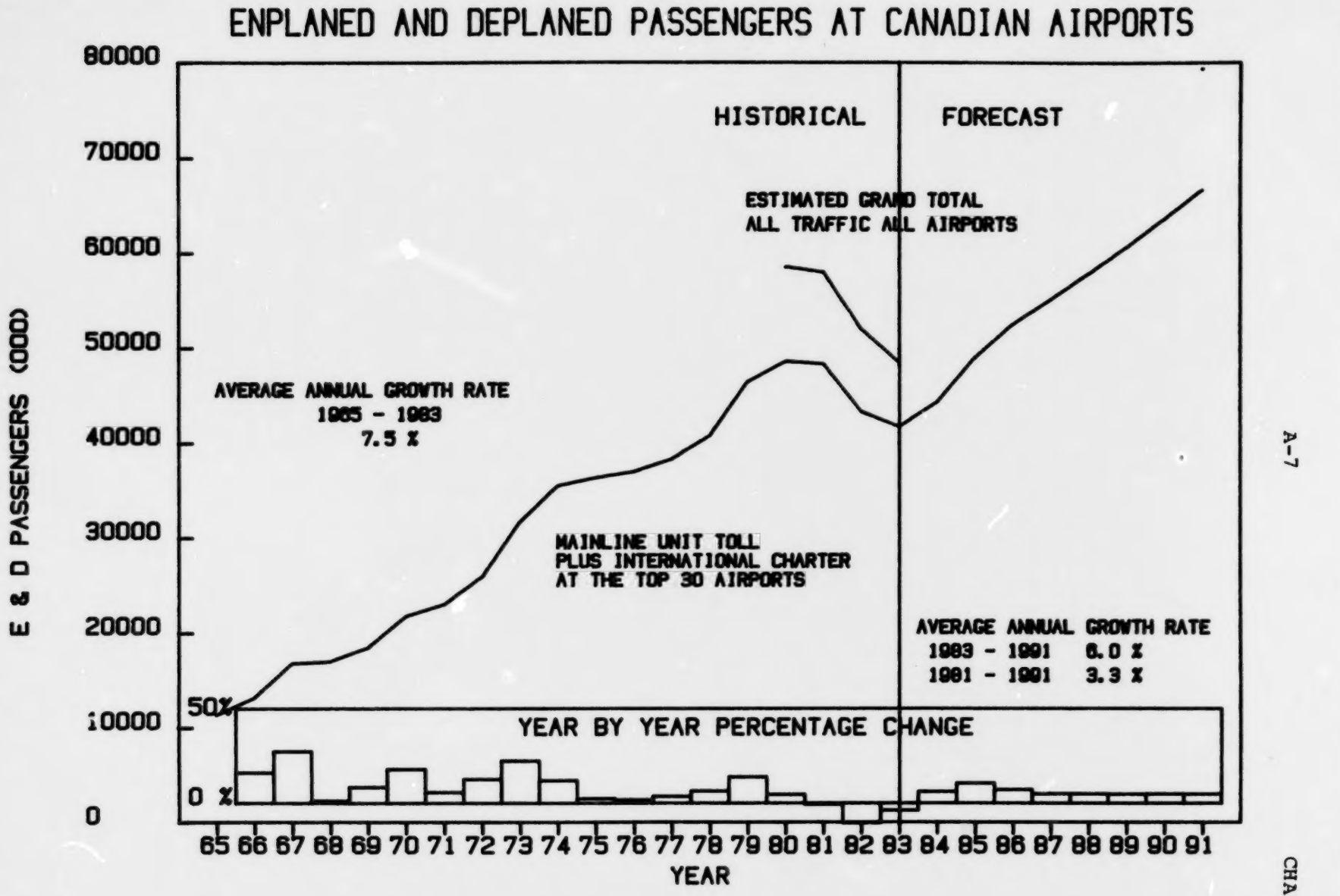
ENPLANED AND DEPLANED PASSENGERS AT CANADIAN AIRPORTS
E & D PASSENGERS (000)
80000
70000
60000
50000
40000
30000
20000
10000
0
HISTORICAL
FORECAST
ESTIMATED GRAND TOTAL
ALL TRAFFIC ALL AIRPORTS
AVERAGE ANNUAL GROWTH RATE
1965 - 1983
7.5 %
MAINLINE UNIT TOLL
PLUS INTERNATIONAL CHARTER
AT THE TOP 30 AIRPORTS
AVERAGE ANNUAL GROWTH RATE
1983 - 1991 6.0 %
1981 - 1991 3.3 %
50%
YEAR BY YEAR PERCENTAGE CHANGE
0 %
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91
YEAR

CHART 1

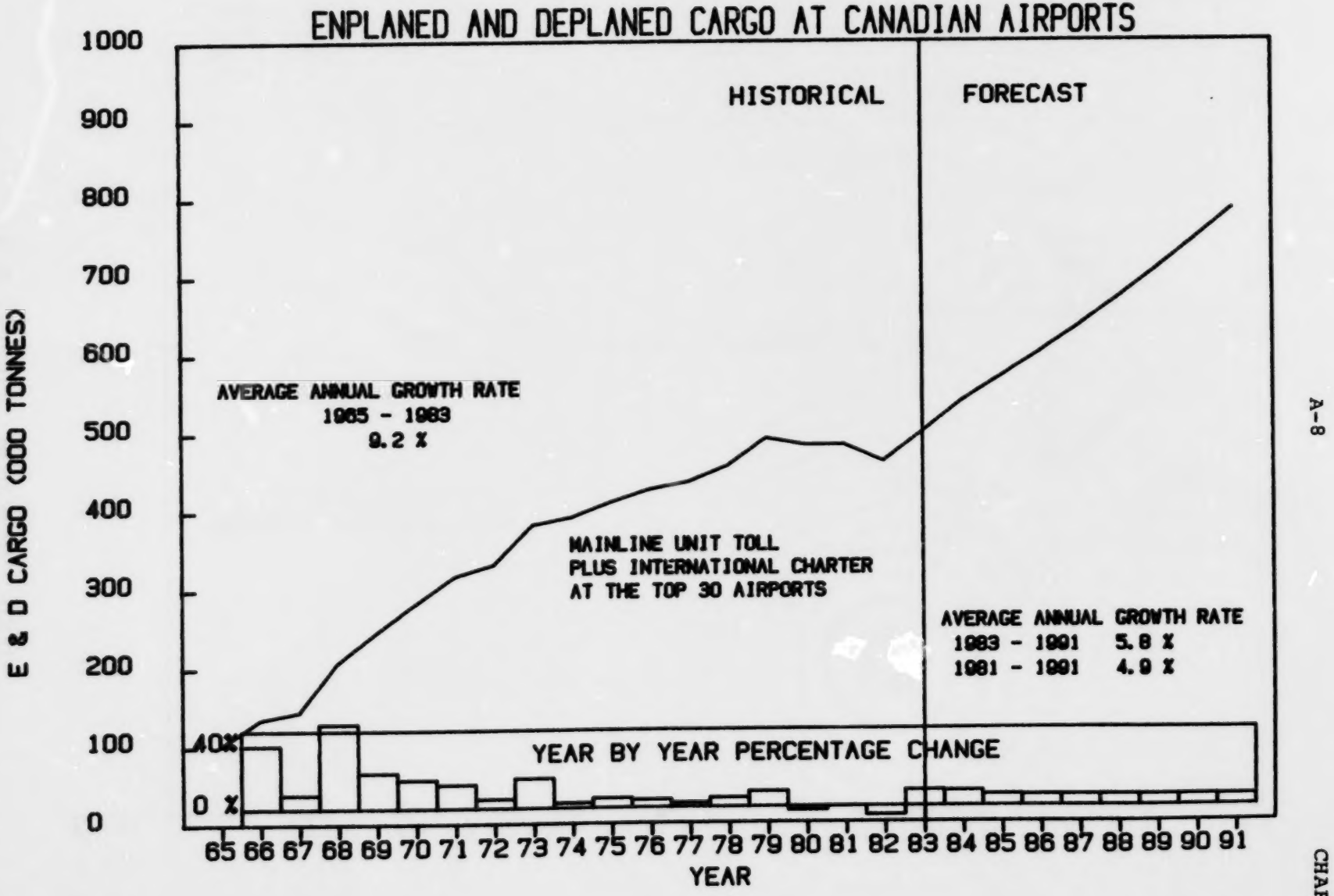
ENPLANED AND DEPLANED CARGO AT CANADIAN AIRPORTS
HISTORICAL
FORECAST
E & D CARGO (000 TONNES)
1000
900
800
700
600
500
400
300
200
100
0
AVERAGE ANNUAL GROWTH RATE
1965 - 1983
9.2 %
MAINLINE UNIT TOLL
PLUS INTERNATIONAL CHARTER
AT THE TOP 30 AIRPORTS
AVERAGE ANNUAL GROWTH RATE
1983 - 1991 5.8 %
1981 - 1991 4.9 %
40%
0 %
YEAR BY YEAR PERCENTAGE CHANGE
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91
YEAR

CHART 2

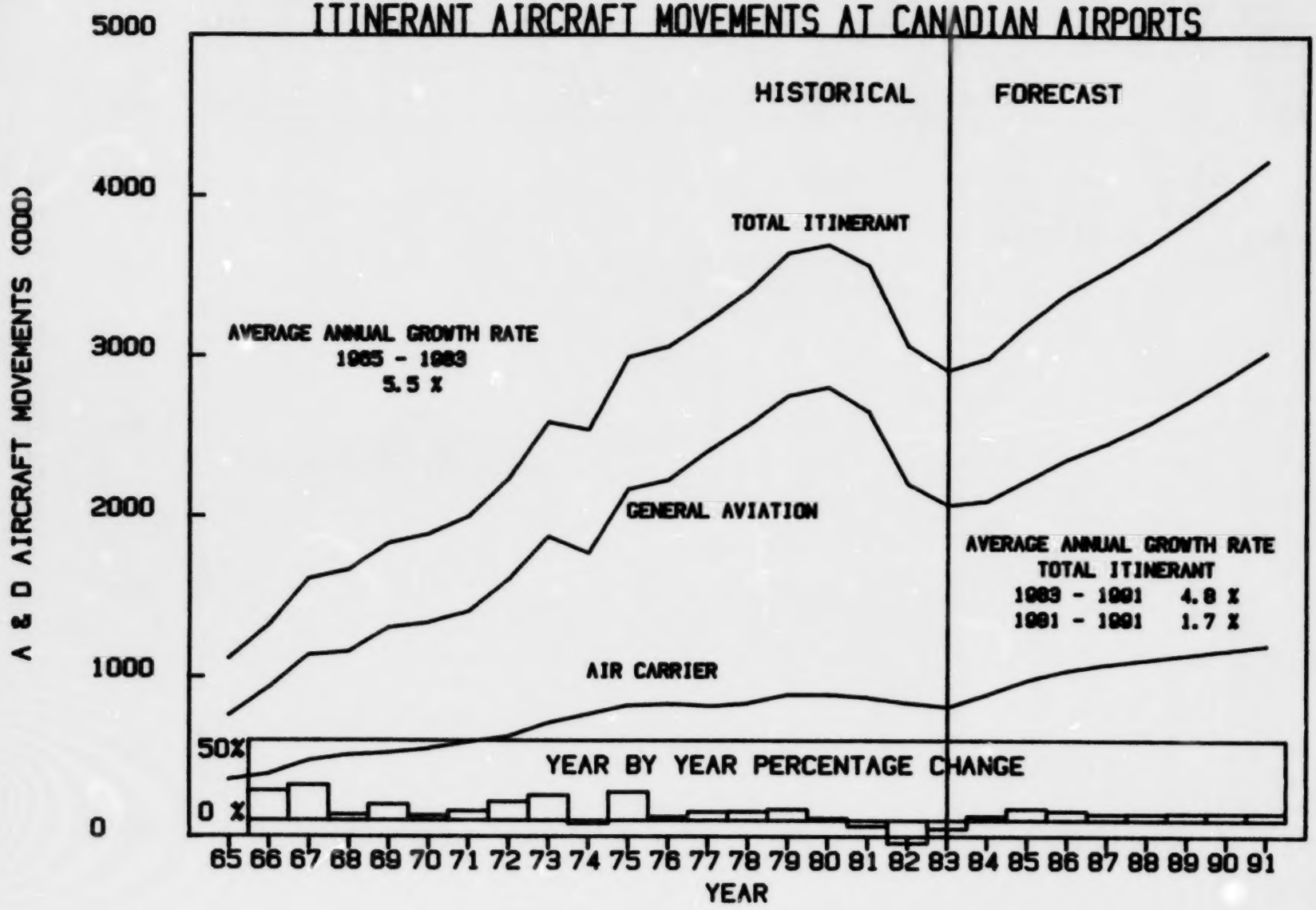
ITINERANT AIRCRAFT MOVEMENTS AT CANADIAN AIRPORTS
HISTORICAL
FORECAST
TOTAL ITINERANT
AVERAGE ANNUAL GROWTH RATE
1965 - 1983
5.5 %
GENERAL AVIATION
AIR CARRIER
AVERAGE ANNUAL GROWTH RATE
TOTAL ITINERANT
1983 - 1991 4.8 %
1991 - 1991 1.7 %
YEAR BY YEAR PERCENTAGE CHANGE
50%
0 %
5000
4000
3000
2000
1000
0
A & D AIRCRAFT MOVEMENTS (000)
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91
YEAR

CHART 3

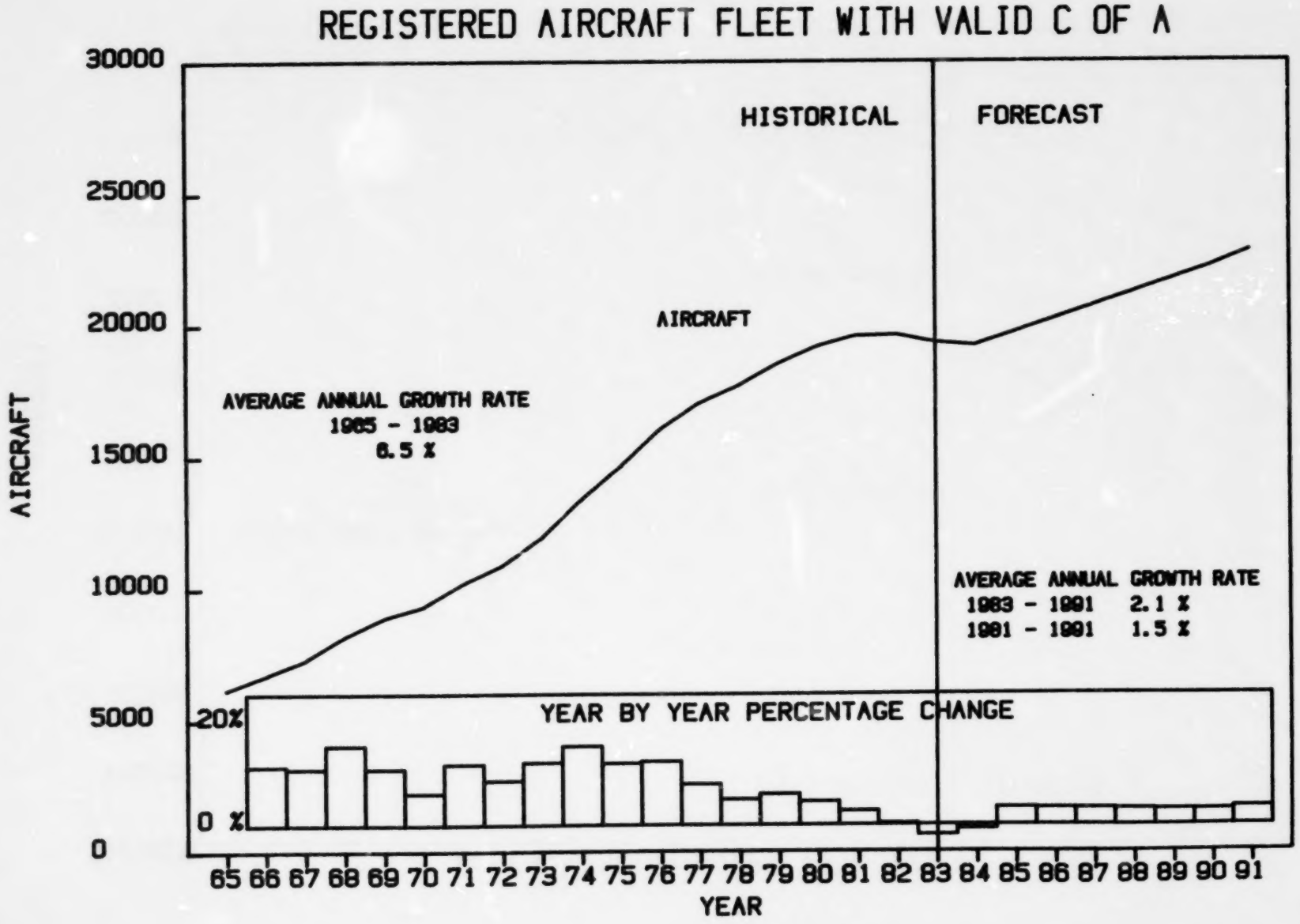
REGISTERED AIRCRAFT FLEET WITH VALID C OF A
30000
25000
20000
15000
10000
5000
0
AIRCRAFT
HISTORICAL
FORECAST
AIRCRAFT
AVERAGE ANNUAL GROWTH RATE
1965 - 1983
6.5 %
AVERAGE ANNUAL GROWTH RATE
1983 - 1991 2.1 %
1991 - 1991 1.5 %
YEAR BY YEAR PERCENTAGE CHANGE
20%
0 %
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91
YEAR

CHART 4

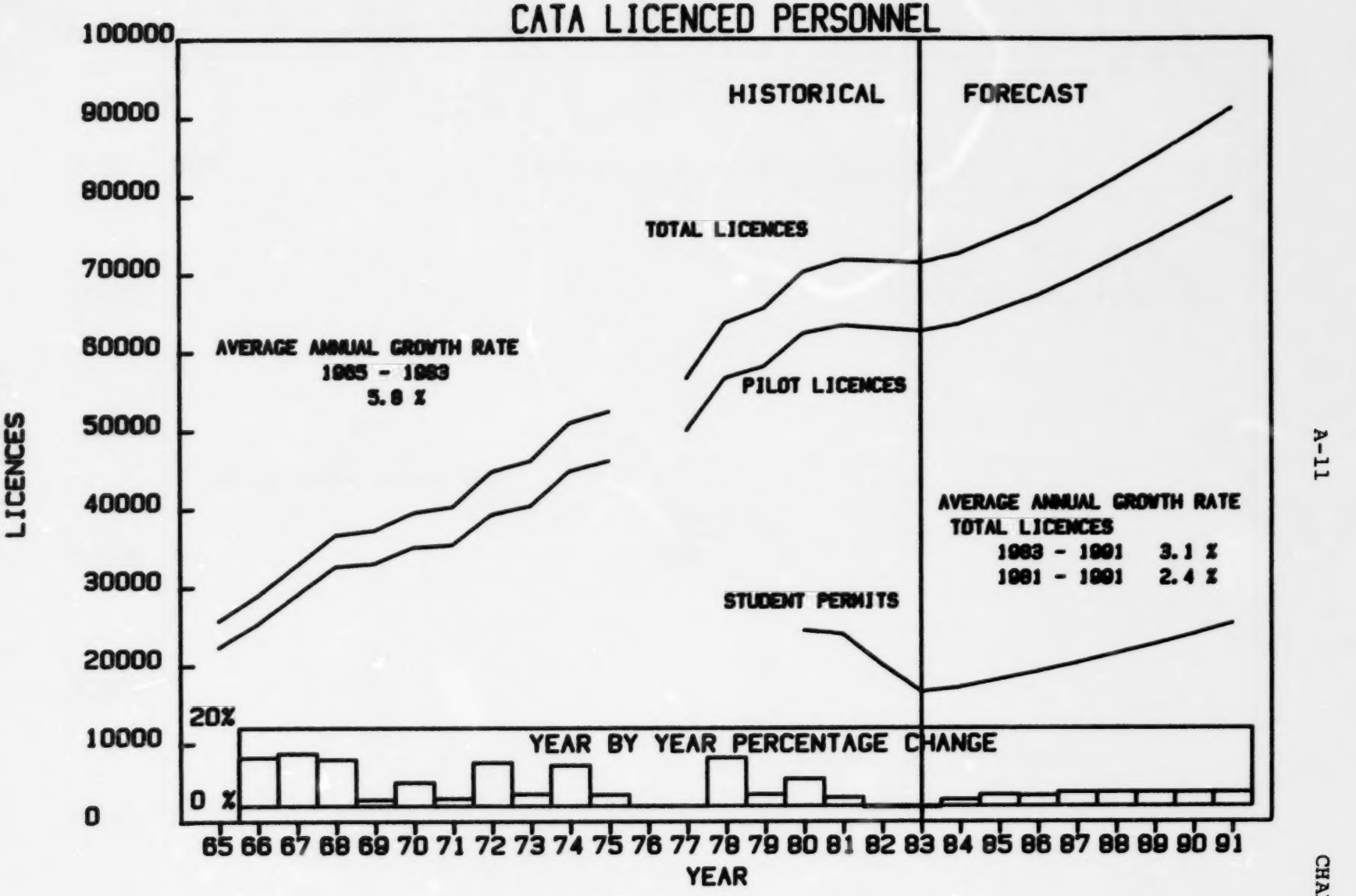
CATA LICENCED PERSONNEL
HISTORICAL
FORECAST
TOTAL LICENCES
PILOT LICENCES
AVERAGE ANNUAL GROWTH RATE
1965 - 1983
5.8 %
AVERAGE ANNUAL GROWTH RATE
TOTAL LICENCES
1983 - 1991 3.1 %
1981 - 1991 2.4 %
STUDENT PERMITS
YEAR BY YEAR PERCENTAGE CHANGE
20%
0 %
LICENCES
100000
90000
80000
70000
60000
50000
40000
30000
20000
10000
0
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91
YEAR

CHART 5

APPENDIX "B"

1983 historical series of Enplaned and Deplaned Passengers and Cargo at the "Top 30" Canadian Airports, and historical series of Aircraft Movements at Canadian Tower-Controlled airports.

ENPLANED & DEPLANED PASSENGERS (000's) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS) AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1975	1976	1977	1978	1979	1980	1981	1982	1983
Domestic/Intérieur	26461.4	26204.5	26701.2	28334.3	32768.9	34769.5	34612.8	30335.7	28719.2
Transborder/Transfrontalier	5821.0	6466.7	6892.2	7493.4	8368.1	8623.9	8587.9	7691.6	7461.1
Other International/ Autres internationaux	2089.0	2206.6	2483.5	2594.2	2817.7	2680.1	2535.3	2395.4	2467.6
Total Mainline/Total lignes principales	34371.2	34872.6	36076.8	38421.9	43954.5	46073.4	45736.1	40422.2	38647.6
Int'l Air Charter/ Affrètements aériens intérnationaux	2031.4	2148.4	2280.5	2388.2	2506.4	2556.4	2605.1	2896.7	3090.5
Domestic Air Charter/ Affrètements aériens intérieurs				156.3	114.9	215.6	367.6	496.5	671.1
Total Air Charter/ Affrètements aériens totaux	2031.4	2148.4	2280.5	2544.8	2621.4	2772.4	2972.6	3393.2	3761.6
Mainline Unit Toll and Int'l Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens internationaux	36402.6	37021.8	38357.7	40809.6	46461.1	48629.7	48341.0	43319.0	41738.0
Mainline Unit Toll and Air Charter/ Services tarif unitaire des lignes principles et affrètements aériens				40965.8	46575.7	48845.6	48708.3	43815.3	42408.8

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Note: International air charter data were not available prior to 1970, and domestic air charter not until 1978.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1970 et les données sur les affrètements aériens domestiques n'étaient pas disponibles avant 1978.

ENPLANED & DEPLANED PASSENGERS (000's) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS) AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Domestic/Intérieur	7131.5	7558.2	8665.8	10045.6	12251.2	12470.8	13487.4	15605.5	16533.2	18671.6	23192.7	26101.2
Transborder/ Transfrontalier	1585.9	1780.9	2085.4	2368.8	3518.8	3516.0	3875.9	4008.2	4112.7	4335.7	5082.3	5641.5
Other International/ Autres intérnationaux	384.5	444.3	589.0	762.0	1025.2	1023.8	1102.6	1325.8	1342.8	1749.8	1988.2	2169.6
Total Mainline/Total lignes principales	9102.0	9783.0	11340.1	13176.5	16795.2	17010.7	18465.9	20939.3	21989.0	24756.8	30262.8	33911.9
Int'l Air Charter/ Affrètements aériens intérnationaux								836.1	1040.6	1193.0	1487.5	1631.2
Mainline Unit Toll and Int'l Air Charter/ Services à tarif unitaire des lignes principales et affrètements aériens internationaux								21775.7	23029.6	25949.9	31750.3	35543.2

Total may differ slightly due to roundings.

Note: International air charter data were not available prior to 1970 and domestic air charter not until 1978.

Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Note: Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1970 et les affrètements intérieurs n'ont été disponibles qu'à partir de 1978.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AERIENS - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES
(EN MILLIERS)

	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	2963.0	3643.9	4096.6	4348.5	3899.9	3659.5	-6.2	
Charlottetown	168.3	191.0	186.8	183.9	158.1	136.4	-13.7	
Edmonton Mun.	743.8	828.1	888.7	918.0	757.9	696.3	-8.1	
Edmonton Intl.	1805.8	2198.8	2438.1	2399.0	2132.0	1952.9	-8.4	
Fort St. John	210.0	235.1	259.8	254.9	185.5	140.6	-24.2	
Fredericton	195.5	203.5	191.0	197.3	186.5	159.8	-14.3	
Gander Intl.	168.5	181.7	176.7	164.4	133.2	113.3	-14.9	
Halifax Intl.	1349.4	1509.5	1506.3	1564.8	1485.7	1378.4	-7.2	
Kamloops	185 *	215.7	232.7	235.5	166.2	146.1	-12.1	
Kelowna	276 *	339.9	394.4	414.3	344 *	300 *	-12.8	
Lester B. Pearson Intl.	12077.2	13753.3	14256.1	14260.0	13267.4	13355.3	0.7	
Moncton	201.7	234.6	239.3	233.8	213.2	200.3	-6.1	
Montreal (Dorval)	5569.1	6151.8	6275.4	6185.4	5408.2	5093.8	-5.8	-3.9
Montreal (Mirabel)	1489.5	1531.4	1389.2	1217.9	1184.6	1243.4	5.0	
Ottawa	1658.4	1837.8	1909.2	1866.7	1798.5	1793.9	-0.3	
Prince George	268.4	297.8	329.6	325.5	253.1	216.9	-14.3	
Quebec	596.1	645.4	622.8	591.7	512.8	500.7	-2.4	
Regina	524.1	586.9	615.7	611.9	577.0	556.5	-3.6	
Saint John	184.4	205.8	203.0	190.9	170.7	163.8	-4.0	
St. John's	473.5	518.4	532.6	526.1	491.1	450.2	-8.3	
Saskatoon	458.0	554.4	597.9	600.9	562.5	536.4	-4.6	
Sault Ste. Marie	156.1	178.1	191.1	187.6	149.2	146.6	-1.7	
Sept Iles	207.3	227.7	194.9	174.0	125.3	131.1	4.6	
Sudbury	183.6	207.6	214.8	195.2	152.3	133.3	-12.5	
Sydney	177.3	193.9	186.4	172.7	154.0	136.5	-11.4	
Thunder Bay	385.0	423.6	445.8	421.1	358.3	343.0	-4.3	
Vancouver Intl.	5512.5	6358.8	6968.5	7045.7	6209.7	6145.6	-1.0	
Victoria	506.4	561.3	605.6	602.2	525.1	457.8	-12.8	
Windsor	270.1	321.0	327.7	297.1	235.6	180.9	-23.2	
Winnipeg Intl.	2001.8	2238.9	2368.9	2316.3	2017.7	1939.5	-3.9	
TOTAL	40965.8	46575.7	48845.6	48708.3	43815.3	42408.8	-3.2	

*Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	2283.1	2427 *	2633.3	2954.3	3629.9	4072.6	4272.1	3813.8	3573.1	-6.3	
Charlottetown	158.5	155.2	165.8	166.9	190.7	186.8	183.9	158.1	136.4	-13.7	
Edmonton Mun.	607.5	668 *	681.9	743.8	828.1	888.5	917.6	757.2	695.9	-8.1	
Edmonton Intl.	1441.8	1495 *	1627.7	1802.2	2194.6	2424.9	2375.2	2105.1	1901.6	-9.7	
Fort St. John	148.7	155.5	174.2	209.8	234.9	259.8	254.9	185.5	140.6	-24.2	
Fredericton	169.4	177.7	194.0	195.5	203.5	191.0	197.3	186.5	159.7	-14.4	
Gander Intl.	151.6	154.5	155.0	168.5	180.1	174.9	163.2	133.2	113.3	-14.9	
Halifax Intl.	1212.4	1257.9	1289.4	1346.7	1507.8	1505.7	1564.5	1485.7	1359.4	-8.5	
Kamloops	154.5	160 *	175 *	185 *	215.4	232.5	235.3	166.2	146.1	-12.1	
Kelowna	241.6	245 *	260 *	276 *	339.9	391.8	412.1	344 *	300 *	-12.8	
Lester B. Pearson Intl.	10513.4	10782.2	11279.0	12014.6	13707.9	14169.8	14102.9	13054.9	13043.2	-0.1	
Moncton	220.4	205.8	201.1	201.4	234.4	239.1	233.8	213.2	200.3	-6.1	
Montreal (Dorval)	6704.9	5260.2	5374.7	5560.0	6145.8	6269.6	6172.3	5391.8	5077.0	-5.8	-3.9
Montreal (Mirabel)	93.8	1428.1	1432.5	1487.0	1530.0	1388.9	1217.6	1184.5	1243.4	5.0	
Ottawa	1510.0	1493.5	1573.1	1657.4	1836.2	1908.5	1865.1	1798.0	1793.2	-0.3	
Prince George	211.0	213 *	231.9	267.6	297.3	329.4	324.1	253.1	216.9	-14.3	
Quebec	538.3	555.8	575.1	593.8	644.0	621.2	590.6	512.3	500.7	-2.3	
Regina	498.7	516.6	515.1	523.3	586.6	614.1	611.2	577.0	554.5	-3.9	
Saint John	208.1	187.5	169.4	184.3	205.8	203.0	190.9	170.7	163.8	-4.0	
St. John's	387.3	415.3	432.4	468.4	514.6	529.8	523.2	488.9	448.3	-8.3	
Saskatoon	427.4	436.1	443.5	458.0	553.8	596.5	600.8	562.3	529.8	-5.8	
Sault Ste. Marie	155.5	146.0	147.2	155.9	177.8	190.8	187.3	149.1	146.6	-1.7	
Sept Iles	230.9	199.2	225.3	207.2	227.6	194.9	174.0	125.2	131.1	4.7	
Sudbury	177.1	179.5	176.3	183.6	207.3	214.6	195.0	152.3	133.1	-12.6	
Sydney	192.9	184.7	170.8	177.3	193.9	185.2	172.7	154.0	136.5	-11.4	
Thunder Bay	331.7	341.5	363.0	384.7	423.1	445.7	423.6	358.3	343.0	-4.3	
Vancouver Intl.	4677.1	4930 *	5016.3	5483.2	6341.3	6904.0	6970.8	6074.2	5981.2	-1.5	
Victoria	444 *	433 *	462.4	505.8	561.0	605.3	601.3	525.1	457.4	-12.9	
Windsor	333.6	302.6	265.5	269.6	320.7	326.5	296.5	233.7	179.0	-23.4	
Winnipeg Intl.	1977.4	1915.4	1946.8	1977.8	2227.1	2364.3	2311.2	2005.1	1932.9	-3.6	
TOTAL	36402.6	37021.8	38357.7	40809.6	46461.1	48629.7	48341.0	43319.0	41738.0	-3.6	

*Traffic estimate due to PWA reporting problems (note: estimate in 000's)
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1970	1971	1972	1973	1974
Calgary Intl.	1243.2	1301.5	1456.5	1879.0	2122.0
Charlottetown	83.2	93.6	102.7	150.5	153.1
Edmonton Mun.	366.5	389.3	456.1	580.3	638.1
Edmonton Intl.	633.0	646.0	754.6	935.0	1190.4
Fort St. John	107.0	122.1	111.7	126.7	147.4
Fredericton	113.5	123.4	138.3	173.1	187.1
Gander Intl.	84.5	92.9	111.5	136.8	143.1
Halifax Intl.	686.3	740.2	856.1	1046.1	1197.6
Kamloops	63.9	78.1	100.9	128.5	149.1
Kelowna	78.2	92.2	110.9	159.3	212.5
Lester B. Pearson Intl.	6414.8	6723.3	7641.4	9277.4	10483.1
Moncton	137.8	149.9	169.2	204.2	228.1
Montreal (Dorval)	4606.2	4908.5	5550.3	6498.0	7029.0
Montreal (Mirabel)					
Ottawa	887.3	958.6	1054.3	1341.4	1509.2
Prince George	108.1	122.4	142.4	168.3	212.5
Quebec	276.0	303.7	311.4	417.7	489.4
Regina	273.0	284.0	317.9	393.7	462.6
Saint John	141.5	135.7	144.7	189.5	213.5
St. John's	224.9	257.1	287.3	358.3	387.8
Saskatoon	226.7	246.7	258.8	338.3	390.4
Sault Ste Marie	97.1	102.9	109.1	142.8	159.1
Sept Iles	107.0	145.6	172.7	229.4	215.6
Sudbury	106.0	111.9	113.7	140.8	158.6
Sydney	120.6	132.6	142.4	184.6	200.3
Thunder Bay	187.9	198.7	220.3	270.2	317.8
Vancouver Intl.	2646.4	2780.1	3150.9	3845.1	4336.2
Victoria	265.8	264.5	286.8	382.5	399.9
Windsor	234.3	256.3	274.8	331.3	347.4
Winnipeg Intl.	1255.0	1267.8	1372.2	1721.5	1862.3
Total	21775.7	23029.6	25949.9	31750.3	35543.2

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	2217.7	2335 *	2528.9	2852.9	3479.8	3907.6	4118.5	3640.4	3365.6	-7.5	
Charlottetown	158.1	155.0	165.1	166.3	190.2	186.8	183.9	158.1	135.9	-14.0	
Edmonton Mun.	606.6	665 *	680.2	742.0	826.8	888.0	916.8	756.2	695.4	-8.0	
Edmonton Intl.	1356.5	1418 *	1542.2	1709.3	2060.4	2275.9	2243.2	1965.0	1755.6	-10.7	
Fort St. John	148.7	155.5	174.2	209.8	234.9	259.8	254.9	185.5	140.6	-24.2	
Fredericton	169.2	177.7	194.0	195.2	203.5	191.0	197.3	186.5	159.6	-14.4	
Gander Intl.	149.6	149.7	152.3	165.8	178.1	173.3	161.4	131.8	111.9	-15.1	
Halifax Intl.	1188.9	1226.1	1251.4	1300.6	1476.7	1472.9	1536.8	1458.9	1331.1	-8.8	
Kamloops	154.5	160 *	175 *	185 *	215.4	232.5	235.3	166.2	146.1	-12.1	
Kelowna	241.5	244 *	259 *	276 *	339.9	391.8	412.1	344 *	300 *	-12.8	
Lester B. Pearson Intl.	9392.6	9670.0	10100.0	10794.1	12477.7	12952.6	12861.7	11689.2	11477.4	-1.8	
Moncton	217.8	204.8	198.9	200.8	233.8	238.7	233.5	213.2	200.0	-6.2	
Montreal (Dorval)	6376.8	5196.6	5286.3	5440.4	6076.8	6164.3	5962.8	5135.7	4847.1	-5.6	-4.1
Montreal (Mirabel)	70.8	1100.4	1085.2	1130.4	1172.0	1103.4	1044.5	1013.1	1052.2	3.9	
Ottawa	1493.2	1471.5	1543.8	1614.3	1801.6	1874.1	1834.7	1759.9	1753.4	-0.4	
Prince George	211.0	213 *	231.9	267.2	297.3	329.1	323.9	252.6	216.5	-14.3	
Quebec	534.7	547.8	565.8	585.8	640.7	607.2	549.1	457.1	443.9	-2.9	
Regina	497.4	510.4	507.2	517.7	581.7	612.9	609.4	572.0	540.5	-5.5	
Saint John	208.0	187.5	169.4	184.3	205.8	202.8	190.9	170.7	163.8	-4.0	
St. John's	385.1	414.5	425.5	459.7	511.0	528.2	522.2	486.7	445.3	-8.5	
Saskatoon	424.8	429.7	438.0	454.0	549.6	594.3	591.1	545.1	512.0	-6.1	
Sault Ste. Marie	155.0	145.7	146.7	155.9	177.7	190.8	187.3	149.1	146.6	-1.7	
Sept Iles	230.9	199.2	225.3	207.2	227.5	194.9	174.0	125.2	131.1	4.7	
Sudbury	176.7	179.0	175.9	181.8	207.3	213.8	194.6	152.3	133.0	-12.7	
Sydney	192.7	184.7	170.8	176.9	193.9	185.2	172.7	154.0	136.5	-11.4	
Thunder Bay	331.0	341.3	363.0	384.5	423.0	443.0	422.8	358.0	342.2	-4.4	
Vancouver Intl.	4464.5	4659 *	4741.9	5203.2	5985.4	6477.6	6508.8	5548.2	5497.7	-0.9	
Victoria	441 *	427 *	458.4	502.6	554.1	598.5	594.6	512.5	426.9	-16.7	
Windsor	244.8	239.6	234.2	241.7	282.8	285.4	255.3	208.4	167.9	-19.4	
Winnipeg Intl.	1931.1	1864.9	1886.3	1916.5	2149.1	2297.0	2242.0	1926.6	1871.8	-2.8	
TOTAL	34371.2	34872.6	36076.8	38421.9	43954.5	46073.4	45736.1	40422.2	38647.6	-4.4	

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	424.7	464.7	555.0	672.1	827.8	918.4	1059.7	1203.4	1261.7	1415.3	1833.0	2076.7
Charlottetown				29.0	31.5	35.4	55.6	83.2	93.6	102.3	149.3	152.5
Edmonton Mun.	50.2	96.0	138.2	189.4	224.9	246.7	298.2	366.5	388.0	455.9	579.6	635.5
Edmonton Intl.	318.9	300.4	356.5	392.8	472.2	522.2	537.5	585.0	605.8	709.0	884.8	1137.6
Fort St. John	50.9	56.0	56.6	56.3	65.5	69.1	90.7	107.0	122.1	111.7	126.7	147.4
Fredericton	52.5	56.2	67.1	81.1	84.9	91.4	93.6	113.5	123.4	138.2	173.1	187.1
Gander Intl.	63.4	71.6	74.4	78.3	74.1	75.3	69.4	84.5	92.8	110.0	134.6	141.7
Halifax Intl.	297.1	324.4	370.9	430.1	507.2	544.8	578.0	682.3	736.5	849.7	1035.2	1184.1
Kamloops				29.3	34.0	38.8	67.2	63.9	78.1	100.7	128.5	149.0
Kelowna				29.9	39.1	48.5	69.8	78.2	92.2	110.9	159.1	212.2
Lester B. Pearson Intl.	2636.2	2855.7	3268.0	3770.7	4641.8	4879.7	5260.1	5964.9	6160.5	7003.6	8384.9	9510.2
Moncton	122.4	146.2	136.1	159.7	176.5	185.8	133.6	137.8	149.7	167.5	202.6	227.4
Montreal (Dorval)	2153.7	2325.0	2670.7	3023.7	4397.7	3752.4	4072.5	4515.9	4754.3	5365.4	6288.5	6777.4
Montreal (Mirabel)												
Ottawa	369.0	382.7	435.5	491.8	625.9	667.3	719.9	877.7	946.2	1040.3	1328.4	1495.3
Prince George	29.7	41.4	57.1	72.7	86.4	88.4	106.2	108.1	122.2	142.4	168.2	212.3
Quebec	196.7	192.2	197.9	209.0	237.4	230.3	238.8	276.0	299.9	307.6	415.0	484.6
Regina	130.1	130.7	160.4	184.2	217.0	232.5	249.7	269.2	281.8	313.3	392.4	458.9
Saint John	79.0	79.0	90.3	98.1	129.4	132.6	123.0	141.5	135.5	144.6	189.5	212.9
St. John's	130.4	137.1	145.1	157.6	184.9	192.0	189.6	224.9	256.7	285.2	356.6	386.9
Saskatoon	88.6	83.1	104.8	122.1	165.1	179.9	195.2	219.8	241.5	254.3	332.5	386.0
Sault Ste. Marie	40.7	42.3	52.9	63.0	76.8	83.0	82.8	97.1	102.8	108.5	142.6	159.1
Sept Iles	50.4	51.6	54.0	71.2	84.0	85.8	87.4	107.0	145.6	172.7	229.4	215.6
Sudbury				51.0	63.4	74.8	78.1	106.0	111.6	113.5	140.6	158.3
Sydney	60.0	61.3	89.2	72.6	88.6	101.2	96.4	120.6	132.6	142.4	184.6	200.3
Thunder Bay	72.0	74.8	97.8	111.9	140.6	150.3	163.3	187.9	197.4	219.8	269.4	316.7
Vancouver Intl.	890.8	961.9	1165.1	1442.2	1762.2	1945.1	2248.0	2520.4	2653.4	3035.0	3700.3	4170.2
Victoria	113.0	122.5	145.7	157.6	209.0	228.3	211.4	265.8	262.8	285.3	381.2	397.6
Windsor	134.4	134.8	149.8	165.9	182.4	162.1	164.7	198.3	196.8	206.7	263.8	289.2
Winnipeg Intl.	547.2	591.4	701.0	763.2	964.9	1048.6	1125.5	1232.9	1243.5	1345.0	1688.4	1829.2
TOTAL	9102.0	9783.0	11340.1	13176.5	16795.2	17010.7	18465.9	20939.3	21989.0	24756.8	30262.8	33911.9

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR INTERIEUR (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	1901.1	1928 *	2019.8	2263.3	2790.9	3178.5	3342.5	2958.7	2730.7	-7.7	
Charlottetown	158.1	155.0	165.1	166.3	190.2	186.8	183.9	158.1	135.9	-14.0	
Edmonton Mun.	606.6	665 *	680.2	742.0	826.8	888.0	916.8	756.2	695.4	-8.0	
Edmonton Intl.	1272.9	1300 *	1431.8	1542.2	1848.5	2030.4	1929.2	1732.6	1587.1	-8.4	
Fort St. John	148.7	155.5	174.2	209.8	234.9	259.8	254.9	185.5	140.6	-24.2	
Fredericton	169.2	177.2	193.2	194.9	203.1	190.8	197.2	186.4	159.5	-14.4	
Gander Intl.	132.0	134.0	139.3	152.6	164.5	161.5	148.4	118.5	98.7	-16.7	
Halifax Intl.	1066.4	1111.1	1153.8	1209.3	1353.4	1379.2	1453.9	1396.7	1272.1	-8.9	
Kamloops	154.5	160 *	175 *	185 *	215.4	232.5	235.3	166.2	146.1	-12.1	
Kelowna	241.5	244 *	259 *	276 *	339.8	391.8	412.1	344 *	300 *	-12.8	
Lester B. Pearson Intl.	5983.4	5908.2	5884.7	6249.2	7308.9	7743.1	7856.1	7117.6	7008.3	-1.5	
Moncton	217.8	204.8	198.9	200.8	233.6	238.7	233.5	213.2	200.0	-6.2	
Montreal (Dorval)	3953.4	3580.1	3559.1	3615.3	4104.0	4186.4	4045.7	3386.6	3230.7	-4.6	-4.5
Montreal (Mirabel)	9.9	116.7	107.5	116.2	118.5	105.5	70.7	60.8	62.7	3.1	
Ottawa	1461.4	1434.6	1500.8	1563.5	1747.8	1814.4	1758.0	1639.3	1625.0	-0.9	
Prince George	211.0	213 *	231.9	267.2	297.3	329.1	323.9	252.6	216.5	-14.3	
Quebec	518.9	545.7	565.8	585.8	640.7	607.2	549.1	457.1	443.9	-2.9	
Regina	497.4	510.4	507.2	517.7	581.7	612.9	594.4	551.5	520.9	-5.5	
Saint John	193.6	173.8	155.0	170.2	189.4	187.8	178.1	159.1	150.8	-5.2	
St. John's	385.1	414.5	425.5	459.2	510.6	528.2	522.2	486.7	445.3	-8.5	
Saskatoon	424.8	429.6	437.9	454.0	549.6	594.3	591.1	544.9	511.9	-6.1	
Sault Ste. Marie	155.0	145.7	146.7	155.9	177.7	190.8	187.3	149.1	146.6	-1.7	
Sept Iles	230.9	199.2	225.3	207.2	227.5	194.9	174.0	125.2	131.1	4.7	
Sudbury	176.7	179.0	175.9	181.8	207.3	213.8	194.6	152.3	133.0	-12.7	
Sydney	192.7	184.7	170.8	176.9	193.9	185.1	172.7	154.0	136.4	-11.4	
Thunder Bay	314.1	323.1	343.6	362.9	401.5	425.2	422.8	358.0	342.2	-4.4	
Vancouver Intl.	3369.7	3388 *	3436.9	3764.4	4470.9	4887.4	4907.7	4152.3	3963.9	-4.5	
Victoria	380.2	385 *	403.4	441.8	494.9	541.8	546.0	481.9	401.2	-16.7	
Windsor	244.8	239.5	234.2	241.7	282.8	285.2	255.3	208.4	167.9	-19.4	
Winnipeg Intl.	1689.6	1599.1	1598.7	1661.2	1862.8	1998.4	1955.4	1682.2	1614.8	-4.0	
TOTAL	26461.4	26204.5	26701.2	28334.3	32768.9	34769.5	34612.8	30335.7	28719.2	-5.3	

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR INTERIEUR (EN MILLIERS)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	392.9	425.8	509.6	608.8	756.9	837.6	942.1	1074.8	1120.8	1249.1	1607.0	1802.6
Charlottetown				29.0	31.5	35.4	55.6	83.2	93.6	102.3	149.3	152.5
Edmonton Mun.	50.2	96.0	138.2	189.4	224.9	246.7	298.2	366.5	388.0	455.9	579.6	635.5
Edmonton Intl.	314.1	296.2	351.5	387.2	464.6	511.4	526.8	572.6	591.7	690.6	853.3	1091.8
Fort St. John	50.9	56.0	56.6	56.3	65.5	69.1	90.7	107.0	122.1	111.7	126.7	147.4
Fredericton	52.5	56.2	67.1	81.1	84.9	91.4	93.6	113.5	123.4	138.2	173.1	187.1
Gander Intl.	61.5	68.2	69.9	72.4	66.6	66.9	60.2	73.7	80.5	95.3	117.6	125.5
Halifax Intl.	269.9	295.7	330.9	393.4	463.9	484.7	505.9	598.7	633.0	746.8	921.8	1057.5
Kamloops				29.3	34.0	38.8	67.2	63.9	78.1	100.7	128.5	149.0
Kelowna				29.9	39.1	48.5	69.8	78.2	92.2	110.9	159.1	212.2
Lester B. Pearson Intl.	1778.5	1881.9	2103.7	2383.0	2906.3	2881.2	3080.2	3[illegible]97.8	3810.4	4333.7	5269.1	6037.3
Moncton	122.4	146.2	136.1	159.7	176.5	185.8	133.6	137.8	149.7	167.5	202.6	227.4
Montreal (Dorval)	1402.1	1469.6	1656.3	1838.0	2354.8	2110.6	2312.0	2627.4	2788.0	3177.7	3845.9	4205.6
Montreal (Mirabel)												
Ottawa	359.4	373.1	430.1	487.4	617.0	648.9	697.2	856.8	924.7	1014.8	1300.3	1463.7
Prince George	29.7	41.4	57.1	72.7	86.4	88.4	106.2	108.1	122.2	142.4	168.2	212.3
Quebec	196.7	192.2	197.9	209.0	237.4	230.3	238.8	276.0	299.9	307.6	415.0	483.4
Regina	130.1	130.7	160.4	184.2	217.0	232.5	249.7	269.2	281.8	313.3	392.4	458.9
Saint John	73.4	72.9	83.5	88.4	118.9	123.1	114.7	132.4	124.3	130.9	175.3	201.8
St. John's	130.4	137.1	145.1	157.6	184.9	192.0	189.6	224.9	256.7	285.2	356.6	386.9
Saskatoon	88.6	83.1	104.8	122.1	165.1	179.9	195.2	219.8	241.5	254.3	332.5	386.0
Sault Ste. Marie	40.7	42.3	52.9	63.0	76.8	83.0	82.8	97.1	102.8	108.5	142.6	159.1
Sept Iles	50.4	51.6	54.0	71.2	84.0	85.8	87.4	107.0	145.6	172.7	229.4	215.6
Sudbury				51.0	63.4	74.8	78.1	106.0	111.6	113.5	140.6	158.3
Sydney	60.0	61.3	89.2	72.6	88.6	101.2	96.4	120.6	132.6	142.4	184.6	200.3
Thunder Bay	68.1	71.4	93.8	106.0	134.0	143.1	155.2	180.2	190.1	211.2	258.1	300.0
Vancouver Intl.	697.6	755.5	893.7	1130.9	1309.2	1416.5	1644.8	1874.0	2009.2	2315.6	2875.5	3196.3
Victoria	88.1	92.6	109.8	119.8	160.2	179.8	166.9	221.8	215.1	237.9	319.1	338.7
Windsor	132.4	132.1	147.9	164.5	181.4	161.0	163.6	197.5	196.8	206.7	263.8	289.2
Winnipeg Intl.	490.9	529.1	625.7	687.7	857.4	922.4	984.9	1119.0	1106.8	1234.2	1505.1	1619.3
TOTAL	7131.5	7558.2	8665.8	10045.6	12251.2	12470.8	13487.4	15605.5	16533.2	18671.6	23192.7	26101.2

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR TRANSFRONTALIER (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.
Calgary Intl.	290.2	363.7	442.2	525.9	612.2	650.2	684.7	586.9	550.0	-6.3
Charlottetown										
Edmonton Mun.										
Edmonton Intl.	48.9	75.0	57.6	97.8	144.1	180.5	248.4	172.0	112.4	-34.7
Fort St. John										
Fredericton		0.5	0.8	0.3	0.4	0.2	0.1		0.1	N/A
Gander Intl.										
Halifax Intl.	79.6	69.6	50.2	48.2	66.4	45.1	28.1	15.8	18.3	15.8
Kamloops										
Kelowna					0.1					
Lester B. Pearson Intl.	2613.1	2881.5	3135.6	3435.0	3931.3	4043.6	3978.9	3647.9	3539.3	-3.0
Moncton				0.1	0.1			0.1		
Montreal (Dorval)	1504.5	1615.3	1707.5	1822.5	1972.0	1977.6	1915.6	1749.0	1615.9	-7.6
Montreal (Mirabel)	1.4	27.2	19.1	21.8	23.6	21.9	23.7	22.4	29.1	29.9
Ottawa	31.9	36.8	42.6	50.8	53.6	59.7	76.7	120.7	128.4	6.4
Prince George										
Quebec	15.8	2.1					15.0	20.5	19.6	-4.4
Regina										
Saint John	14.5	13.6	14.4	14.2	16.4	15.1	12.8	11.7	12.9	10.3
St. John's				0.3				0.2	0.2	N/A
Saskatoon										
Sault Ste. Marie										
Sept Iles										
Sudbury						0.1			0.1	N/A
Sydney						17.8				
Thunder Bay	16.9	18.2	19.4	21.6	21.5	1290.7	1300.8	1089.0	1172.5	7.7
Vancouver Intl.	929.1	1086 *	1094.7	1180.7	1220.6	56.7	48.6	30.6	25.6	-16.3
Victoria	61 *	42 *	55.0	60.8	59.1				0.3	N/A
Windsor										
Winnipeg Intl.	214.1	235.2	253.1	213.4	246.7	264.7	254.5	224.8	236.4	5.2
TOTAL	5821.0	6466.7	6892.2	7493.4	8368.1	8623.9	8587.9	7691.6	7461.1	-3.0

-7.1

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR TRANSFRONTALIER (EN MILLIERS)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	30.3	36.5	41.2	57.7	65.0	74.0	111.5	122.9	136.5	157.2	210.9	251.0
Charlottetown												
Edmonton Mun.												
Edmonton Intl.								0.3	1.6	0.2	2.1	14.9
Fort St. John												
Fredericton												
Gander Intl.												
Halifax Intl.	20.6	21.7	28.5	21.4	30.7	43.7	54.8	61.3	63.1	73.9	74.8	81.3
Kamloops												
Kelowna												
Lester B. Pearson Intl.	750.2	865.5	989.0	1131.3	1432.6	1644.1	1804.8	1900.5	1898.4	2053.9	2402.2	2664.1
Moncton												
Montreal (Dorval)	518.5	573.4	677.4	775.7	1424.9	1077.8	1138.8	1153.4	1213.6	1220.6	1393.4	1479.4
Montreal (Mirabel)												
Ottawa	9.6	9.7	5.3	4.4	8.9	18.4	22.8	20.9	21.5	25.4	28.1	30.4
Prince George												
Quebec												1.3
Regina												
Saint John	5.6	6.1	6.9	9.7	10.5	9.5	8.3	9.1	11.2	13.7	14.3	11.0
St. John's												
Saskatoon												
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney												
Thunder Bay	3.9	3.4	4.0	5.9	6.6	7.2	8.1	7.7	7.3	8.6	11.4	16.7
Vancouver Intl.	174.2	182.4	235.4	259.3	393.0	479.1	550.5	588.1	587.6	643.0	718.7	846.1
Victoria	24.9	29.9	35.9	37.8	48.8	48.5	44.5	44.0	47.7	47.4	62.1	59.0
Windsor												
Winnipeg Intl.	48.1	52.3	61.8	65.6	97.8	113.7	131.8	100.0	124.2	91.8	164.3	186.3
TOTAL	1585.9	1780.9	2085.4	2368.8	3518.8	3516.0	3875.9	4008.2	4112.7	4335.7	5082.3	5641.5

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INT'L ENPLANED & DEPLANED REVENUE PASSENGERS

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	26.4	44.0	66.9	63.6	76.7	78.9	91.2	94.8	84.9	-10.4	
Charlottetown											
Edmonton Mun.											
Edmonton Intl.	34.7	43.4	52.8	69.4	67.8	65.0	65.5	60.5	56.1	-7.3	
Fort St. John											
Fredericton											
Gander Intl.	17.6	15.7	13.0	13.2	13.6	11.8	13.0	13.4	13.1	-2.2	
Halifax Intl.	42.9	45.5	47.5	43.1	56.9	48.6	54.9	46.4	40.8	-12.1	
Kamloops											
Kelowna											
Lester B. Pearson Intl.	796.1	880.2	1079.7	1109.8	1237.5	1165.9	1026.8	923.8	929.9	0.7	
Moncton					0.2						
Montreal (Dorval)	918.8	1.2	19.7	2.6	0.8	0.3	1.5	0.1	0.4	N/A	3.3
Montreal (Mirabel)	59.5	956.5	958.6	992.3	1030.0	976.0	950.1	929.8	960.4	3.3	
Ottawa			0.4		0.2	-					
Prince George											
Quebec											
Regina											
Saint John											
St. John's				0.2	0.4						
Saskatoon		0.1	0.1								
Sault Ste. Marie											
Sept Iles											
Sudbury											
Sydney											
Thunder Bay											
Vancouver Intl.	165.7	185.3	210.3	258.1	294.0	299.5	300.3	307.0	361.3	17.7	
Victoria											
Windsor		0.1				0.2					
Winnipeg Intl.	27.3	30.6	34.5	41.9	39.6	33.9	32.0	19.6	20.7	5.6	
TOTAL	2089.0	2202.6	2483.5	2594.2	2817.7	2680.1	2535.3	2395.4	2467.6	3.0	

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INT'L ENPLANED & DEPLANED REVENUE PASSENGERS

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	1.5	2.5	4.3	5.6	5.8	6.8	6.0	5.7	4.4	9.1	15.0	23.1
Charlottetown												
Edmonton Mun.												
Edmonton Intl.	4.8	4.2	5.0	5.6	7.6	10.8	10.7	12.2	12.5	18.3	29.5	30.9
Fort St. John												
Fredericton												
Gander Intl.	1.9	3.4	4.5	5.9	7.5	8.4	9.2	10.8	12.3	14.7	17.1	16.2
Halifax Intl.	6.5	7.0	11.4	15.3	12.7	16.4	17.2	22.3	40.3	29.1	38.6	45.3
Kamloops												
Kelowna												
Lester B. Pearson Intl.	107.5	108.3	175.3	256.4	302.9	354.3	375.1	466.7	451.7	615.9	713.7	808.8
Moncton												
Montreal (Dorval)	233.2	282.0	337.0	410.0	617.9	564.1	621.7	735.1	752.7	967.1	1049.1	1092.5
Montreal (Mirabel)												
Ottawa												1.2
Prince George												
Quebec												
Regina												
Saint John												
St. John's												
Saskatoon												
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney												
Thunder Bay												
Vancouver Intl.	19.0	24.0	36.0	52.0	60.0	49.4	52.7	58.3	56.5	76.5	106.1	127.9
Victoria												
Windsor	2.0	2.8	1.9	1.3	1.0	1.1	1.1	0.8				
Winnipeg Intl.	8.1	10.1	13.6	9.9	9.8	12.5	8.9	13.9	12.4	19.1	19.1	23.7
TOTAL	384.5	444.3	589.0	762.0	1025.2	1023.8	1102.6	1325.8	1342.8	1749.8	1988.2	2169.6

MAJOR CANADIAN AIRPORTS
TOTAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS TOTAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	110.1	164.1	189.0	230.1	259.5	293.9	13.3	
Charlottetown	2.0	0.8				0.4	N/A	
Edmonton Mun.	1.8	1.3	0.7	1.2	1.8	1.0	-44.4	
Edmonton Intl.	96.5	138.4	162.2	155.9	167.0	197.3	18.1	
Fort St. John	0.2	0.2						
Fredericton	0.3		-			0.2	N/A	
Gander Intl.	2.7	3.6	3.4	3.0	1.3	1.5	15.4	
Halifax Intl.	48.9	32.8	33.4	28.0	26.8	47.2	76.1	
Kamloops		0.3	0.2	0.2		0.1	N/A	
Kelowna	0.1		2.6	2.2	0.2	0.2	0.0	
Lester B. Pearson Intl.	1283.2	1275.6	1303.5	1398.3	1578.2	1877.9	19.0	
Moncton	0.9	0.8	0.6	0.2		0.2	N/A	
Montreal (Dorval)	128.8	75.0	111.1	222.6	272.5	246.8	-9.4	-1.4
Montreal (Mirabel)	359.1	359.4	285.8	173.4	171.5	191.2	11.5	
Ottawa	44.2	36.2	35.1	32.0	38.6	40.5	4.9	
Prince George	1.3	0.5	0.6	1.6	0.4	0.4	0.0	
Quebec	10.3	4.7	15.6	42.6	55.7	56.8	2.0	
Regina	6.4	5.2	2.7	2.6	5.1	16.0	N/A	
Saint John	0.1		0.2			0.1	N/A	
St. John's	13.8	7.4	4.4	3.9	4.3	4.9	14.0	
Saskatoon	4.0	4.8	3.6	9.7	17.4	24.4	40.2	
Sault Ste. Marie	0.2	0.4	0.3	0.4	0.1			
Sept Iles	0.2	0.2	0.1		0.1	-	N/A	
Sudbury	1.8	0.2	1.1	0.6		0.3	N/A	
Sydney	0.4		1.2					
Thunder Bay	0.5	0.7	2.8	3.3	0.3	0.8	N/A	
Vancouver Intl.	309.3	373.4	490.9	537.0	661.4	647.9	-2.0	
Victoria	3.8	7.2	7.1	7.6	12.6	30.9	N/A	
Windsor	28.5	38.3	42.4	41.9	27.2	13.0	-52.2	
Winnipeg Intl.	85.4	89.9	71.8	74.3	91.2	67.7	-25.8	
TOTAL	2544.8	2621.4	2772.4	2972.6	3393.2	3761.6	10.9	

A dash indicates that less that 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERNATIONAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.
Calgary Intl.	65.4	91.5	104.4	101.5	150.1	165.0	153.6	173.4	207.5	19.7
Charlottetown	0.4	0.2	0.7	0.6	0.4				0.4	N/A
Edmonton Mun.	0.9	2.9	1.7	1.8	1.3	0.5	0.9	1.0	0.6	-40.0
Edmonton Intl.	85.3	76.7	85.5	92.9	134.2	149.0	132.0	140.0	146.0	4.3
Fort St. John										
Fredericton	0.2			0.2		-			0.1	N/A
Gander Intl.	2.0	4.7	2.8	2.7	2.0	1.6	1.9	1.3	1.5	15.4
Halifax Intl.	23.6	31.8	38.0	46.1	31.1	32.8	27.6	26.8	28.3	5.6
Kamloops	-									
Kelowna	0.1	0.6	0.5	0.1						
Lester B. Pearson Intl.	1120.8	1112.3	1179.0	1220.5	1230.2	1217.2	1241.2	1365.7	1565.8	14.7
Moncton	2.6	1.0	2.2	0.6	0.5	0.4	0.2		0.2	N/A
Montreal (Dorval)	328.1	63.6	88.4	119.7	68.9	105.2	209.5	256.1	229.9	-10.2
Montreal (Mirabel)	23.0	327.7	347.3	356.6	358.0	285.5	173.1	171.4	191.2	11.6
Ottawa	16.8	22.0	29.3	43.1	34.6	34.4	30.4	38.1	39.8	4.5
Prince George				0.4		0.3	0.2	0.4	0.4	0.0
Quebec	3.7	8.0	9.3	8.1	3.3	14.0	41.5	55.3	56.8	2.7
Regina	1.3	6.3	7.9	5.6	4.9	1.2	1.9	5.1	14.0	N/A
Saint John						0.2			0.1	N/A
St. John's	2.2	0.8	6.9	8.8	3.6	1.6	1.0	2.2	3.0	36.4
Saskatoon	2.6	6.4	5.5	4.0	4.3	2.3	9.6	17.2	17.8	3.5
Sault Ste. Marie	0.4	0.3	0.5	-	0.1			0.1		
Sept Iles		0.1			-				-	N/A
Sudbury	0.4	0.5	0.4	1.8		0.9	0.4		0.1	N/A
Sydney	0.2			0.4						
Thunder Bay	0.7	0.3		0.2	0.1	2.7	0.8	0.3	0.8	N/A
Vancouver Intl.	212.6	271.1	274.3	280.0	355.9	426.4	462.0	525.9	483.4	-8.1
Victoria	3.0	6.0	4.1	3.2	6.9	6.9	6.7	12.6	30.5	N/A
Windsor	88.8	63.1	31.3	27.9	37.9	41.1	41.3	25.3	11.2	-55.7
Winnipeg Intl.	46.3	50.5	60.5	61.4	78.1	67.2	69.3	78.5	61.1	-22.2
TOTAL	2031.4	2148.4	2280.5	2388.2	2506.4	2556.4	2605.1	2896.7	3090.5	6.7

-1.5

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERNATIONAUX - PASSAGERS EMBARQUES ET DEBARQUES
(EN MILLIERS)

	1970	1971	1972	1973	1974
Calgary Intl.	39.8	39.7	41.2	46.0	45.3
Charlottetown			0.4	1.2	0.6
Edmonton Mun.		1.3	0.2	0.7	2.7
Edmonton Intl.	47.9	40.2	45.6	50.2	52.8
Fort St. John					
Fredericton			0.1		
Gander Intl.		0.1	1.5	2.2	1.4
Halifax Intl.	4.0	3.7	6.3	10.9	13.5
Kamloops					0.1
Kelowna				0.1	0.3
Lester B. Pearson Intl.	449.9	562.8	667.8	892.5	972.9
Moncton		0.2	1.6	1.6	0.7
Montreal (Dorval)	90.3	154.2	184.9	209.6	251.6
Montreal (Mirabel)					
Ottawa	9.6	12.4	14.0	13.0	13.8
Prince George		0.2		0.1	0.2
Quebec		3.7	3.8	2.7	4.8
Regina	3.8	2.2	4.5	1.3	3.7
Saint John		0.2	0.1		0.7
St. John's		0.3	2.1	1.7	0.9
Saskatoon	6.8	5.2	4.6	5.8	4.4
Sault Ste. Marie		0.1	0.6	0.2	
Sept Iles					
Sudbury		0.4	0.2	0.3	0.3
Sydney					
Thunder Bay		1.3	0.5	0.7	1.1
Vancouver Intl.	125.9	126.8	115.9	144.8	166.0
Victoria		1.7	1.6	1.3	2.3
Windsor	36.0	59.6	68.1	67.5	58.1
Winnipeg Intl.	22.1	24.3	27.2	33.1	33.0
TOTAL	836.1	1040.6	1193.0	1487.5	1631.2

MAJOR CANADIAN AIRPORTS
DOMESTIC AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERIEURS - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.
Calgary Intl.	8.7	14.0	23.9	76.4	86.1	86.4	0.3
Charlottetown	1.4	0.4					
Edmonton Mun.	-		0.1	0.4	0.7	0.4	-42.9
Edmonton Intl.	3.5	4.2	13.2	23.9	27.0	51.3	90.0
Fort St. John	0.2	0.2					
Fredericton	-					0.1	N/A
Gander Intl.		1.7	1.9	1.1			
Halifax Intl.	2.7	1.7	0.6	0.4		18.9	N/A
Kamloops		0.3	0.2	0.2		0.1	N/A
Kelowna			2.6	2.2	0.2	0.2	0.0
Lester B. Pearson Intl.	62.7	45.4	86.3	157.1	212.5	312.1	46.9
Moncton	0.3	0.3	0.2				
Montreal (Dorval)	9.1	6.0	5.8	13.1	16.4	16.9	3.0
Montreal (Mirabel)	2.5	1.4	0.3	0.3	0.1		2.4
Ottawa	1.1	1.6	0.7	1.6	0.5	0.7	40.0
Prince George	0.8	0.5	0.2	1.4			
Quebec	2.2	1.4	1.6	1.1	0.4		
Regina	0.8	0.3	1.6	0.7		2.0	N/A
Saint John	0.1						
St. John's	5.0	3.8	2.8	2.9	2.1	1.9	-9.5
Saskatoon		0.5	1.3	0.1	0.2	6.6	N/A
Sault Ste. Marie	0.2	0.3	0.3	0.4	0.1		
Sept Iles	0.2	0.2	0.1		0.1		
Sudbury		0.2	0.2	0.2		0.2	N/A
Sydney			1.2				
Thunder Bay	0.3	0.6	0.1	2.5			
Vancouver Intl.	29.3	17.5	64.4	75.0	135.5	164.4	21.3
Victoria	0.6	0.3	0.2	0.9		0.4	N/A
Windsor	0.6	0.3	1.2	0.6	1.9	1.9	0.0
Winnipeg Intl.	24.0	11.8	4.6	5.1	12.7	6.6	-48.0
TOTAL	156.3	114.9	215.6	367.6	496.5	671.1	35.2

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

ENPLANED & DEPLANED CARGO (000's Tonnes) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)
AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1975	1976	1977	1978	1979	1980	1981	1982	1983
Domestic/Interieur	267.6	274.8	276.4	289.4	318.0	319.5	320.0	306.8	331.5
Transborder/ Transfrontalier	63.8	71.1	74.2	76.9	78.9	75.1	72.4	62.6	63.2
Other International/ Autres internationaux	69.9	75.0	80.4	85.3	88.0	79.2	78.1	77.3	92.2
Total Mainline/ Total lignes principales	401.3	421.1	431.1	451.6	484.8	473.9	470.6	447.0	487.3
International Air Charter Services/Affrètements aériens internationaux	10.2	6.5	6.0	5.6	7.2	9.4	13.2	14.9	8.5
Mainline Unit Toll and International Air Charter/ Services à tarif unitaire des lignes principales et affrètements aériens internationaux	411.4	427.6	437.0	457.1	492.4	483.3	483.7	461.9	496.0

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Note: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

- A dash indicates less than 1000 tonnes.
- Un trait reflète un trafic inférieur à 1000 tonnes métriques.

- For the years 1976, 77, 78 and 82 Kamloops & Kelowna may be overstated due to turn-around flights.
- Pour les années 1976, 77, 78 et 82, il est possible que les données de Kamloops et Kelowna soient surestimées à cause des comptes de vols qui changent de direction.

ENPLANED & DEPLANED CARGO (000's Tonnes)
AT MAJOR CANADIAN AIRPORTS - BY SECTOR

MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)
AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Domestic/Intérieur	43.6	56.3	70.5	90.9	96.6	142.0	165.0	193.2	216.9	214.4	238.1	245.0
Transborder/ Transfrontalier	11.7	13.9	17.5	23.4	25.7	32.5	35.7	40.7	43.6	49.0	61.3	65.1
Other International/ Autres internationaux	7.8	9.9	14.0	20.5	22.8	33.5	45.3	48.8	52.3	62.5	72.3	72.3
Total Mainline/ Total lignes principales	63.5	79.9	101.8	134.9	144.8	207.9	246.1	282.5	312.9	325.6	372.1	382.4
International Air Charter Services/ Affrètements aériens internationaux								N/A	3.9	6.2	10.5	10.0
Mainline Unit Toll and International Air Charter/ Services a tarif unitaire des lignes principales et affrètements aériens internationaux								N/A	317.1	332.2	382.6	392.3

Totals may differ slightly due to roundings.

Note: International air charter cargo data were not available prior to 1971.

- A dash indicates less than 1000 tonnes.

Il se peut que les additions ne concordent pas à cause de l'arrondissement.

NOTE: Les données sur les affrètements aériens internationaux n'étaient pas disponsibles avant 1971.

- Un trait reflète un trafic inférieur à 1000 tonnes métriques.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL AND INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	14.5	17.3	18.1	19.5	23.6	23.3	26.3	27.8	30.0	7.9	
Charlottetown	1.2	1.3	1.2	1.0	1.1	1.1	1.2	1.0	1.0	0.0	
Edmonton Municipal	3.1	2.2	2.3	1.4	1.8	2.0	1.8	2.1	1.9	-9.5	
Edmonton Intl.	17.5	18.5	20.3	25.9	24.2	28.1	27.0	27.0	28.2	4.4	
Fort St. John	1.0	1.0	1.5	1.7	1.5	2.1	2.3	1.7	1.4	-17.6	
Fredericton	0.8	1.0	0.7	0.7	0.7	0.6	0.7	0.5	0.5	0.0	
Gander Intl.	1.1	1.2	1.0	1.1	1.0	1.0	1.0	0.7	0.8	14.3	
Halifax Intl.	11.4	10.2	12.1	12.4	13.6	12.5	16.1	14.6	14.6	0.0	
Kamloops	0.8	0.3	0.4	0.4	0.5	0.5	0.6	0.4	0.4	0.0	
Kelowna	0.3	0.5	0.6	0.7	1.0	1.0	0.8	0.8	0.8	0.0	
Lester B. Pearson Intl.	131.3	147.3	154.5	164.6	180.9	178.5	175.8	179.1	189.7	5.9	
Moncton	4.9	4.7	3.3	2.6	2.0	1.4	1.1	1.0	1.0	0.0	
Montreal (Dorval)	109.4	43.3	46.1	43.3	43.1	39.5	35.9	28.3	31.5	11.3	13.6
Montreal (Mirabel)	4.8	62.5	62.5	69.2	77.5	69.4	65.8	62.8	72.0	14.6	
Ottawa	5.9	5.9	5.6	5.4	5.4	5.5	5.3	4.9	5.3	8.2	
Prince George	0.6	0.7	0.8	0.7	0.9	1.0	0.9	0.7	0.8	14.3	
Quebec	2.3	2.2	3.8	1.6	1.6	1.7	1.5	1.3	1.3	0.0	
Regina	2.9	3.2	*3.1	2.8	2.3	2.2	2.4	1.9	1.6	-15.8	
Saint John	1.5	1.4	1.0	1.2	1.3	1.3	1.1	0.9	0.9	0.0	
St. John's	7.1	6.9	6.9	6.9	6.4	6.4	7.2	7.0	7.6	8.6	
Saskatoon	2.0	1.9	*1.9	2.0	2.2	2.2	2.3	2.0	1.8	-10.0	
Sault Ste. Marie	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.0	
Sept Iles	2.1	2.0	3.1	1.5	1.9	1.9	1.7	1.1	1.3	18.2	
Sudbury	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.0	
Sydney	0.7	0.9	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.0	
Thunder Bay	1.7	1.7	1.9	1.8	1.7	1.8	1.6	1.1	1.0	-9.1	
Vancouver Intl.	57.1	65.0	60.0	61.9	65.4	69.1	68.3	67.2	75.2	11.9	
Victoria	1.0	1.0	1.1	1.4	1.4	1.4	1.5	1.3	1.1	-15.4	
Windsor	2.1	1.1	1.3	1.1	1.4	1.0	0.8	0.6	0.5	-16.7	
Winnipeg Intl.	21.6	21.7	20.7	23.1	26.8	25.6	31.6	23.1	22.8	-1.3	
Total	411.4	427.6	437.0	457.1	492.4	483.3	483.7	461.9	496.0	7.4	

Note: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971
* Data Incomplete
Données incomplètes

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL AND INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1971	1972	1973	1974
Calgary Intl.	9.3	9.6	12.4	14.0
Charlottetown	0.6	1.0	0.9	1.1
Edmonton Municipal	3.9	4.7	4.4	3.4
Edmonton Intl.	8.4	8.4	11.5	16.3
Fort St. John	0.2	0.3	0.3	0.6
Fredericton	0.7	0.7	1.0	1.0
Gander Intl.	0.8	0.6	1.2	1.1
Halifax Intl.	8.5	9.1	9.7	10.3
Kamloops	0.5	0.6	0.8	0.8
Kelowna	0.2	0.2	0.3	0.4
Lester B. Pearson Intl.	93.8	98.6	121.2	132.7
Moncton	5.6	6.4	5.4	5.1
Montreal (Dorval)	104.6	114.5	125.9	111.6
Montreal (Mirabel)				
Ottawa	4.2	3.9	4.9	5.7
Prince George	0.3	0.3	0.4	0.5
Quebec	1.8	1.8	1.9	1.8
Regina	1.8	2.1	2.1	2.3
Saint John	1.3	1.4	1.8	1.6
St. John's	4.4	5.0	6.5	6.5
Saskatoon	1.1	1.1	1.4	1.6
Sault Ste. Marie	0.4	0.4	0.4	0.4
Sept Iles	1.3	1.6	2.0	2.0
Sudbury	0.3	0.2	0.3	0.2
Sydney	0.8	0.7	1.0	0.7
Thunder Bay	1.3	1.4	1.5	1.6
Vancouver Intl.	39.8	38.8	42.7	45.8
Victoria	0.8	0.7	1.0	0.9
Windsor	2.0	1.8	1.0	3.2
Winnipeg Intl.	18.4	16.3	18.7	19.1
Total	317.1	332.2	382.6	392.3

Note: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	14.0	16.8	17.8	19.5	23.4	23.1	26.0	27.6	29.8	8.0	
Charlottetown	1.2	1.3	1.2	1.0	1.1	1.1	1.2	1.0	1.0	0.0	
Edmonton Municipal	3.1	2.1	2.3	1.4	1.7	2.0	1.8	2.1	1.9	-9.5	
Edmonton Intl.	17.2	18.3	20.1	24.8	24.0	28.0	24.9	25.0	27.4	9.6	
Fort St. John	1.0	1.0	1.5	1.7	1.5	2.1	2.3	1.7	1.4	-17.6	
Fredericton	0.8	1.0	0.7	0.7	0.7	0.6	0.7	0.5	0.5	0.0	
Gander Intl.	1.1	1.2	1.0	1.1	1.0	1.0	1.0	0.7	0.8	14.3	
Halifax Intl.	11.3	10.2	12.1	12.4	13.5	12.4	16.1	14.5	14.6	0.7	
Kamloops	0.8	0.3	0.4	0.4	0.5	0.5	0.6	0.4	0.4	0.0	
Kelowna	0.3	0.5	0.6	0.7	1.0	1.0	0.8	0.8	0.8	0.0	
Lester B. Pearson Intl.	128.9	145.6	152.0	161.9	176.6	172.9	170.6	167.6	184.7	10.2	
Moncton	4.7	4.7	3.3	2.6	2.0	1.4	1.1	1.0	1.0	0.0	
Montreal (Dorval)	105.3	42.5	45.7	42.9	42.4	38.9	35.9	28.1	31.0	10.3	12.5
Montreal (Mirabel)	4.4	60.1	60.3	68.0	76.5	69.0	65.1	62.3	70.7	13.5	
Ottawa	5.9	5.9	5.6	5.4	5.4	5.5	5.3	4.9	4.7	-4.1	
Prince George	0.6	0.7	0.8	0.7	0.9	1.0	0.9	0.7	0.8	14.3	
Quebec	2.3	2.2	3.8	1.6	1.6	1.7	1.5	1.3	1.2	-7.7	
Regina	2.9	3.2	*3.1	2.8	2.3	2.2	2.4	1.9	1.6	-15.8	
Saint John	1.5	1.4	1.0	1.2	1.3	1.3	1.1	0.9	0.9	0.0	
St. John's	7.1	6.9	6.9	6.9	6.4	6.4	7.2	7.0	7.6	8.6	
Saskatoon	2.0	1.9	*1.9	2.0	2.2	2.2	2.3	2.0	1.8	-10.0	
Sault Ste. Marie	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.0	
Sept Iles	2.1	2.0	3.1	1.5	1.9	1.9	1.7	1.1	1.3	18.2	
Sudbury	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.0	
Sydney	0.6	0.7	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.0	
Thunder Bay	1.7	1.7	1.9	1.8	1.7	1.8	1.6	1.1	1.0	-9.1	
Vancouver Intl.	56.3	64.6	59.8	61.8	65.3	67.6	67.5	66.9	75.0	12.1	
Victoria	1.0	1.0	1.1	1.4	1.4	1.4	1.5	1.3	1.1	-15.4	
Windsor	1.0	1.0	1.2	1.1	1.3	1.0	0.8	0.6	0.5	-16.7	
Winnipeg Intl.	21.5	21.6	20.7	23.1	26.0	24.7	27.6	23.0	22.8	-0.9	
TOTAL	401.3	421.1	431.1	451.6	484.8	473.9	470.6	447.0	487.3	9.0	

* Data Incomplete
Données incomplètes

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	1.8	2.1	2.5	3.6	4.0	5.2	6.6	7.9	9.1	9.5	12.3	13.8
Charlottetown				0.3	0.2	0.3	0.2	0.3	0.6	1.0	0.9	1.1
Edmonton Municipal	1.6	2.2	3.3	2.5	2.8	2.7	3.2	3.5	3.9	4.6	4.4	3.4
Edmonton Intl.	2.1	2.1	3.2	3.9	4.5	6.1	5.9	6.9	8.4	8.3	11.3	16.0
Fort St. John	0.1	0.2	0.2	0.3	0.3	0.2	0.3	0.2	0.2	0.3	0.3	0.6
Fredericton	0.1	0.1	0.2	0.3	0.6	0.6	0.6	0.8	0.7	0.7	1.0	1.0
Gander Intl.	0.7	0.4	0.6	0.9	1.8	2.0	0.9	0.8	0.8	0.6	1.2	1.1
Halifax Intl.	1.2	1.9	1.9	2.3	2.6	4.6	5.4	6.8	8.5	9.0	9.6	10.2
Kamloops				0.1	0.1	0.1	0.1	0.2	0.5	0.6	0.8	0.8
Kelowna				0.1	-	0.1	0.2	0.1	0.2	0.2	0.3	0.4
Lester B. Pearson Intl.	15.3	20.2	25.6	36.7	36.4	57.4	71.2	84.8	92.4	95.4	118.2	129.3
Moncton	2.9	3.6	4.4	4.5	4.6	4.8	5.7	6.0	5.6	6.4	5.4	5.0
Montreal (Dorval)	18.5	23.8	30.6	41.7	45.3	67.5	84.8	94.6	102.7	112.2	119.4	108.4
Montreal (Mirabel)												
Ottawa	1.0	1.0	1.3	1.9	2.1	2.6	2.7	3.5	4.2	3.9	4.9	5.5
Prince George	0.1	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.4	0.5
Quebec	0.6	0.9	0.9	1.1	1.1	1.4	1.5	1.7	1.7	1.8	1.9	1.8
Regina	0.5	0.7	1.1	1.5	1.5	1.8	1.6	1.8	1.8	2.1	2.1	2.3
Saint John	0.6	0.6	0.7	0.8	0.7	0.9	1.0	1.0	1.3	1.4	1.8	1.6
St. John's	2.1	2.3	3.0	2.5	2.6	3.1	2.5	3.5	4.4	5.0	6.5	6.5
Saskatoon	0.3	0.4	0.5	0.6	0.6	1.1	0.9	1.0	1.0	1.1	1.4	1.6
Sault Ste. Marie	0.2	0.2	0.3	0.4	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.4
Sept Iles	0.5	0.7	0.7	0.8	0.9	1.0	1.3	1.5	1.3	1.6	2.0	2.0
Sudbury				0.1	0.1	0.1	0.1	0.2	0.3	0.2	0.3	0.2
Sydney	0.4	0.5	0.3	0.5	0.7	0.7	0.7	0.7	0.8	0.7	1.0	0.7
Thunder Bay	0.4	0.5	0.6	0.7	0.8	0.9	1.2	1.4	1.3	1.4	1.5	1.6
Vancouver Intl.	7.1	9.0	11.7	15.6	18.2	25.7	29.1	33.0	39.3	38.1	42.1	45.7
Victoria	0.5	0.6	0.6	0.6	0.7	0.7	0.6	0.6	0.8	0.7	1.0	0.9
Windsor	0.8	0.9	1.2	2.0	1.7	1.9	1.6	1.9	2.0	1.8	1.0	0.9
Winnipeg Intl.	4.1	4.8	6.2	8.2	9.1	13.6	15.6	17.1	18.4	16.3	18.7	19.1
TOTAL	63.5	79.9	101.8	134.9	144.8	207.9	246.1	282.5	312.9	325.6	372.1	382.4

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR INTERIEUR (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	11.9	13.8	14.2	14.8	18.6	19.0	21.1	22.8	24.3	6.6	
Charlottetown	1.2	1.3	1.2	1.0	1.1	1.1	1.2	1.0	1.0	0.0	
Edmonton Municipal	3.1	2.1	2.3	1.4	1.7	2.0	1.8	2.1	1.9	-9.5	
Edmonton Intl.	16.5	17.3	19.1	23.3	22.5	25.5	22.0	22.5	25.6	13.8	
Fort St. John	1.0	1.0	1.5	1.7	1.5	2.1	2.3	1.7	1.4	-17.6	
Fredericton	0.8	0.9	0.7	0.7	0.7	0.6	0.7	0.5	0.5	0.0	
Gander Intl.	1.1	1.2	0.9	1.0	0.9	0.9	1.0	0.6	0.7	16.7	
Halifax Intl.	10.7	9.7	11.7	12.0	12.6	11.8	15.3	13.9	13.9	0.0	
Kamloops	0.8	0.3	0.4	0.4	0.5	0.5	0.6	0.4	0.4	0.0	
Kelowna	0.3	0.5	0.6	0.7	1.0	1.0	0.8	0.8	0.8	0.0	
Lester B. Pearson Intl.	72.5	79.9	78.3	85.4	96.2	100.4	101.8	105.7	116.3	10.0	
Moncton	4.7	4.7	3.3	2.6	2.0	1.4	1.1	1.0	1.0	0.0	
Montreal (Dorval)	51.0	32.2	34.2	30.9	31.7	30.2	26.7	20.5	24.1	17.6	17.3
Montreal (Mirabel)	1.1	14.6	13.8	19.1	26.9	23.4	20.0	17.7	20.7	16.9	
Ottawa	5.7	5.7	5.4	5.2	5.2	5.3	5.1	4.6	4.5	-2.2	
Prince George	0.6	0.7	0.8	0.7	0.9	1.0	0.9	0.7	0.8	14.3	
Quebec	2.3	2.2	3.8	1.6	1.6	1.7	1.5	1.3	1.2	-7.7	
Regina	2.9	3.2	*3.1	2.8	2.3	2.2	2.3	1.9	1.5	-21.1	
Saint John	1.5	1.3	0.9	1.2	1.3	1.2	1.0	0.9	0.8	-11.1	
St. John's	7.1	6.9	6.9	6.9	6.4	6.4	7.2	7.0	7.6	8.6	
Saskatoon	2.0	1.9	*1.9	2.0	2.2	2.2	2.3	2.0	1.8	-10.0	
Sault Ste. Marie	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.0	
Sept Iles	2.1	2.0	3.1	1.5	1.9	1.9	1.7	1.1	1.3	18.2	
Sudbury	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.0	
Sydney	0.6	0.7	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.0	
Thunder Bay	1.5	1.6	1.8	1.6	1.6	1.7	1.6	1.1	1.0	-9.1	
Vancouver Intl.	43.9	48.2	45.7	46.9	50.0	50.6	51.0	51.1	55.4	8.4	
Victoria	0.9	0.9	1.0	1.2	1.3	1.3	1.4	1.2	1.0	-16.7	
Windsor	1.0	1.0	1.2	1.1	1.3	1.0	0.8	0.6	0.5	-16.7	
Winnipeg Intl.	18.1	18.3	17.4	20.5	22.9	21.9	25.7	21.1	20.5	-2.8	
TOTAL	267.6	274.8	276.4	289.4	318.0	319.5	320.0	306.8	331.5	8.1	

* Data incomplete
Données incomplètes

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR INTERIEUR (EN MILLIERS DE TONNES METRIQUES)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	1.5	1.8	2.2	3.2	3.4	4.6	5.6	6.6	7.7	7.9	10.2	11.5
Charlottetown				0.3	0.2	0.3	0.2	0.3	0.6	1.0	0.9	1.1
Edmonton Municipal	1.6	2.2	3.3	2.5	2.8	2.7	3.2	3.5	3.9	4.6	4.4	3.4
Edmonton Intl.	2.0	2.1	3.2	3.8	4.5	6.1	5.8	6.8	8.3	8.2	11.3	15.7
Fort St. John	0.1	0.2	0.2	0.3	0.3	0.2	0.3	0.2	0.2	0.3	0.3	0.6
Fredericton	0.1	0.1	0.2	0.3	0.6	0.6	0.6	0.8	0.7	0.7	1.0	1.0
Gander Intl.	0.6	0.4	0.6	0.8	1.8	2.0	0.9	0.8	0.7	0.6	1.2	1.1
Halifax Intl.	1.1	1.8	1.8	2.2	2.4	4.3	5.0	6.3	7.7	8.4	8.9	9.5
Kamloops				0.1	0.1	0.1	0.1	0.2	0.5	0.6	0.8	0.8
Kelowna				0.1	-	0.1	0.2	0.1	0.2	0.2	0.3	0.4
Lester B. Pearson Intl.	7.2	11.0	14.0	19.9	19.0	34.3	46.4	54.8	60.0	55.4	64.0	69.0
Moncton	2.9	3.6	4.4	4.5	4.6	4.8	5.7	6.0	5.6	6.4	5.3	5.0
Montreal (Dorval)	9.3	11.9	14.2	18.9	19.6	31.6	37.7	45.1	50.6	52.0	53.5	48.6
Montreal (Mirabel)												
Ottawa	0.9	1.0	1.3	1.8	2.1	2.4	2.5	3.4	4.0	3.7	4.6	5.2
Prince George	0.1	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.4	0.5
Quebec	0.6	0.9	0.9	1.1	1.1	1.4	1.5	1.7	1.7	1.8	1.9	1.8
Regina	0.5	0.7	1.1	1.5	1.5	1.8	1.6	1.8	1.8	2.1	2.1	2.3
Saint John	0.5	0.6	0.7	0.8	0.7	0.8	0.9	1.0	1.3	1.4	1.7	1.6
St. John's	2.1	2.3	3.0	2.5	2.6	3.1	2.5	3.5	4.4	5.0	6.5	6.5
Saskatoon	0.3	0.4	0.5	0.6	0.6	1.1	0.9	1.0	1.0	1.1	1.4	1.6
Sault Ste. Marie	0.2	0.2	0.3	0.4	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.4
Sept Iles	0.5	0.7	0.7	0.8	0.9	1.0	1.3	1.5	1.3	1.6	2.0	2.0
Sudbury				0.1	0.1	0.1	0.1	0.2	0.3	0.2	0.3	0.2
Sydney	0.4	0.5	0.3	0.5	0.7	0.7	0.7	0.7	0.8	0.7	1.0	0.7
Thunder Bay	0.3	0.4	0.5	0.7	0.8	0.9	1.1	1.2	1.2	1.3	1.3	1.4
Vancouver Intl.	5.9	7.6	9.7	13.0	14.9	21.2	23.5	26.4	31.9	30.9	34.1	35.3
Victoria	0.5	0.6	0.6	0.5	0.7	0.6	0.5	0.6	0.8	0.7	0.9	0.8
Windsor	0.8	0.9	1.1	1.9	1.7	1.9	1.5	1.9	2.0	1.8	1.0	0.9
Winnipeg Intl.	3.6	4.2	5.5	7.4	8.1	12.5	14.1	16.1	17.0	15.1	16.4	16.1
TOTAL	43.6	56.3	70.5	90.9	96.6	142.0	165.0	193.2	216.9	214.4	238.1	245.0

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR TRANSFRONTALIER (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.	
Calgary Intl.	2.0	2.7	3.2	4.4	4.4	3.7	4.0	3.5	3.4	-2.9	
Charlottetown											
Edmonton Municipal											
Edmonton Intl.	0.6	0.9	0.8	0.9	1.1	2.1	2.3	1.6	0.6	-62.5	
Fort St. John											
Fredericton		-	-		-	-			-	N/A	
Gander Intl.			-								
Halifax Intl.	0.4	0.3	0.2	0.1	0.2	0.1	0.1		-	N/A	
Kamloops											
Kelowna											
Lester B. Pearson Intl.	35.5	39.6	41.1	43.6	45.7	42.6	41.5	37.0	37.5	1.4	
Moncton			-			-					
Montreal (Dorval)	14.0	10.2	10.6	12.0	10.6	8.7	9.1	7.6	6.8	-10.5	-9.0
Montreal (Mirabel)	0.4	5.2	5.9	4.5	5.2	5.4	4.0	3.5	3.3	-5.7	
Ottawa	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.0	
Prince George											
Quebec	-	-	-								
Regina			-	-			-	0.1	0.1	0.0	
Saint John	-	0.1	0.1	0.1	0.1	0.1	0.1		-	N/A	
St. John's				-							
Saskatoon						-			-	N/A	
Sault Ste. Marie											
Sept Iles											
Sudbury											
Sydney						-					
Thunder Bay	0.2	0.1	0.1	0.2	0.1	0.1					
Vancouver Intl.	7.2	8.7	8.8	8.3	8.3	9.3	9.2	7.4	9.3	25.7	
Victoria	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	
Windsor		-					-				
Winnipeg Intl.	3.2	3.1	3.1	2.5	3.0	2.7	1.8	1.6	1.9	18.8	
TOTAL	63.8	71.1	74.2	76.9	78.9	75.1	72.4	62.6	63.2	1.0	

MAJOR CANADIAN A'RPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED AND DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR TRANSFRONTALIER (EN MILLIERS DE TONNES METRIQUES)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	0.3	0.3	0.3	0.5	0.6	0.6	1.0	1.3	1.4	1.6	2.0	2.3
Charlottetown												
Edmonton Mun.												
Edmonton Intl.								-	-		-	0.2
Fort St. John												
Fredericton												
Gander Intl.												
Halifax Intl.	0.1	0.1	0.1	0.1	0.1	0.2	0.3	0.4	0.4	0.4	0.5	0.4
Kamloops												
Kelowna												
Lester B. Pearson Intl.	7.2	8.3	10.3	13.8	13.8	18.0	18.4	21.8	22.5	27.3	36.8	40.0
Moncton												
Montreal (Dorval)	2.9	3.6	4.7	6.4	7.8	9.1	10.0	10.7	11.8	12.9	14.3	12.4
Montreal (Mirabel)												
Ottawa	-	0.1	-	-	0.1	0.2	0.2	0.2	0.2	0.2	0.3	0.3
Prince George												
Quebec												-
Regina												
Saint John	-	-	-	-	-	-	-	-	-	-	-	-
St. John's												
Saskatoon												
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney												
Thunder Bay	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Vancouver Intl.	*0.8	*0.9	*1.2	1.6	2.2	3.1	4.2	5.1	5.8	5.3	5.1	6.4
Victoria	-	-	0.1	0.1	0.1	0.1	0.1	0.1		0.1	0.1	0.1
Windsor											-	
Winnipeg Intl.	0.4	0.5	0.7	0.8	0.9	1.1	1.4	1.0	1.4	1.1	2.1	2.8
TOTAL	11.7	13.9	17.5	23.4	25.7	32.5	35.7	40.7	43.6	49.0	61.3	65.1

*Does not include Vancouver-Hawaii.
*N'inclut pas Vancouver-Hawaii.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INTERNATIONAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.
Calgary Intl.	0.1	0.2	0.3	0.3	0.5	0.4	0.8	1.2	2.1	75.0
Charlottetown										
Edmonton Municipal										
Edmonton Intl.	0.1	0.2	0.2	0.6	0.4	0.4	0.7	0.8	1.1	37.5
Fort St. John										
Fredericton										
Gander Intl.	-	-	0.1	0.1	-	-	-		-	N/A
Halifax Intl.	0.2	0.2	0.2	0.3	0.7	0.5	0.7	0.6	0.7	16.7
Kamloops										
Kelowna										
Lester B. Pearson Intl.	20.9	26.1	32.6	32.9	34.8	29.9	27.2	24.9	30.9	24.1
Moncton										
Montreal (Dorval)	40.3	0.1	1.0	-	0.1	-	-		-	N/A
Montreal (Mirabel)	2.9	40.3	40.5	44.4	44.4	40.2	41.2	41.2	46.7	13.3
Ottawa			-							
Prince George										
Quebec										
Regina										
Saint John										
St. John's				-	-	-			-	N/A
Saskatoon										
Sault Ste. Marie										
Sept Iles										
Sudbury										
Sydney										
Thunder Bay										
Vancouver Intl.	5.2	7.7	5.3	6.6	7.0	7.7	7.3	8.3	10.3	24.1
Victoria										
Windsor		-								
Winnipeg Intl.	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.3	0.4	33.3
TOTAL	69.9	75.0	80.4	85.3	88.0	79.2	78.1	77.3	92.2	19.3

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INTERNATIONAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
MARCHANDISES EMBARQUEES ET DEBARQUEES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS DE TONNES METRIQUES)

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974
Calgary Intl.	-	-	-	-	-	-	-	-	-	-	-	0.1
Charlottetown												
Edmonton Municipal												
Edmonton Intl.	-	-	-	-	-	-	0.1	0.1	0.1	0.1	0.1	0.1
Fort St. John												
Fredericton												
Gander Intl.	-	-	-	-	-	-	-	-	-	-	-	-
Halifax Intl.	0.1	-	-	-	-	0.1	0.1	0.2	0.3	0.2	0.2	0.3
Kamloops												
Kelowna												
Lester B. Pearson Intl.	0.9	0.9	1.4	2.9	3.6	5.1	6.3	8.1	9.9	12.8	17.4	20.3
Moncton												
Montreal (Dorval)	6.3	8.3	11.7	16.4	17.9	26.8	37.2	38.8	40.3	47.3	51.6	47.4
Montreal (Mirabel)												
Ottawa												0.1
Prince George												
Quebec												
Regina												
Saint John												
St. John's												
Saskatoon												
Sault Ste. Marie												
Sept Iles												
Sudbury												
Sydney												
Thunder Bay												
Vancouver Intl.	*0.4	*0.6	*0.8	1.0	1.2	1.4	1.4	1.4	1.6	2.0	2.9	3.9
Victoria												
Windsor	-	-	-	0.1	-	-	0.1	0.1				
Winnipeg Intl.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
TOTAL	7.8	9.9	14.0	20.5	22.8	33.5	45.3	48.8	52.3	62.5	72.3	72.3

*Includes Vancouver-Hawaii.
*Inclut Vancouver-Hawaii.

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER - ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES
(EN MILLIERS DE TONNES METRIQUES)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1982/83 % CHANGE/DIFF.
Calgary Intl.	0.5	0.6	0.4	0.1	0.2	0.2	0.2	0.2	0.2	0.0
Charlottetown										
Edmonton Municipal	-	-	-		0.1	-				
Edmonton Intl.	0.2	0.1	0.2	1.1	0.1	0.1	2.1	2.0	0.8	-60.0
Fort St. John										
Fredericton										
Gander Intl.	-									
Halifax Intl.	0.2	-			-	0.1	-	0.1	-	N/A
Kamloops				-						
Kelowna										
Lester B. Pearson Intl.	2.4	1.7	2.5	2.7	4.2	5.6	5.2	11.5	5.0	-56.5
Moncton	0.1	-	-	-			-	-		
Montreal (Dorval)	4.1	0.7	0.4	0.4	0.7	0.6	0.1	0.2	0.5	N/A
Montreal (Mirabel)	0.4	2.5	2.2	1.2	1.0	0.4	0.8	0.5	1.3	N/A
Ottawa					-	-	-		0.5	N/A
Prince George	-									
Quebec	-				-		-		-	N/A
Regina	-		-			-	-			
Saint John	-									
St. John's	-	-			-				-	N/A
Saskatoon										
Sault Ste. Marie					-					
Sept Iles		-			-					
Sudbury										
Sydney	0.1	0.2				-				
Thunder Bay						-				
Vancouver Intl.	0.8	0.5	0.2	0.1	0.1	1.5	0.8	0.3	0.2	-33.3
Victoria	-								-	N/A
Windsor	1.2	0.1	0.1	-	-				-	N/A
Winnipeg Intl.	0.2	0.1	-		0.8	0.9	4.0	0.1	-	N/A
Total	10.2	6.5	6.0	5.6	7.2	9.4	13.2	14.9	8.5	-43.0

Note: International air charter cargo data were not available prior to 1971.
Les données sur les affrêtements aériens internationaux n'étaient pas disponibles avant 1971.

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER - ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

	1971	1972	1973	1974
Calgary Intl.	0.2	-	0.1	0.2
Charlottetown				
Edmonton Mun.	-	-	-	
Edmonton Intl.		0.1	0.2	0.4
Fort St. John	-		-	
Fredericton				
Gander Intl.	-			
Halifax Intl.		-	0.1	-
Kamloops				
Kelowna				
Lester B. Pearson Intl.	1.4	3.2	3.0	3.4
Moncton				0.1
Montreal (Dorval)	1.8	2.3	6.5	3.2
Montreal (Mirabel)				
Ottawa			-	0.2
Prince George				
Quebec	-			
Regina				
Saint John		-		-
St. John's				-
Saskatoon	-			
Sault Ste. Marie				
Sept Iles			-	-
Sudbury				
Sydney		-		
Thunder Bay				
Vancouver Intl.	0.5	0.6	0.6	0.2
Victoria				
Windsor	-		-	2.3
Winnipeg Intl.		-	-	-
TOTAL	3.9	6.2	10.5	10.0

NOTE: International air charter cargo data were not available prior to 1971.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1971.

TOTAL AIRCRAFT MOVEMENTS TRANSPORT CANADA TOWER AIRPORTS
TOTAL DES MOUVEMENTS D'APPAREILS TOURS DE TRANSPORTS CANADA

AIRPORT / AÉROPORTS	TOTAL AIRCRAFT MOVEMENTS / TOTAL DES MOUVEMENTS D'APPAREILS					ITINERANT / VOLS ITINERANTS					LOCAL / VOLS LOCAUX				
	1979	1980	1981	1982	1983	1979	1980	1981	1982	1983	1979	1980	1981	1982	1983
Abbotsford	166773	163133	176268	115468	97371	68406	67274	71515	50255	44096	98367	95859	104753	65,213	53275
Baie Comeau	33502	33537	28543	29460	31757	22843	23094	22194	18331	18279	10659	10443	6349	11129	13478
Boundary Bay	-	-	-	-	38037	-	-	-	-	12837	-	-	-	-	25200
Brandon	80072	64044	60611	55351	40684	22275	21040	20334	18045	15922	57797	43004	40277	37306	24762
Buttonville	225278	215944	199982	199172	195747	69358	68618	63706	60273	61002	155920	147326	136276	138899	134745
Calgary International	225619	235422	233170	198467	187731	165193	184881	188467	157857	147760	60426	50541	44703	40610	39971
Castlegar	46558	40551	40153	33417	26816	20180	14566	14325	13151	11383	26378	25985	25828	20266	15433
Charlottetown	29058	30317	21287	30617	29581	16064	16603	14290	15291	15061	12994	13714	6997	15326	14520
Edmonton International	100194	99913	94937	80885	75867	67407	89069	85045	67215	62415	32787	10844	9892	13670	13452
Edmonton Municipal	201036	194883	185963	144221	132306	188727	188026	176323	139661	127930	12309	6857	9640	4560	4376
Fort McMurray[1]	55395	46895	62843	60753	51865	37024	36307	42427	37571	33404	18371	10588	20416	23182	18461
Fort St. John	73796	75261	70792	45715	39289	48093	56335	48230	34311	24577	25703	18926	22562	11404	14712
Fredericton	89092	88646	78319	55616	53975	31007	32902	32085	27370	25392	58085	55744	46234	28246	28583
Gander International	37502	32872	31510	36297	27114	28385	25442	25192	23679	22036	9117	7430	6318	12618	5078
Goose Bay	26865	30006	33139	33642	36017	23053	24375	26362	27048	27610	3812	5631	6777	6594	8407
Grande Prairie	68018	76574	71820	46793	41162	46351	52875	44138	33326	25931	21667	23699	27682	13467	15231
Halifax International	85608	84588	88429	79598	61466	53396	56418	57323	54818	47244	32212	28170	31106	24780	14222
Hamilton City	220369	207260	176871	158783	126416	66535	65847	53665	49196	41263	153834	141413	123206	109587	85153
Kamloops	81844	86332	80464	60548	59389	45882	42161	41803	32722	30618	35962	44171	38661	27826	28771
Kelowna	71638	70881	75499	49777	44850	39565	39794	40176	32343	28873	32073	31087	35323	17434	15977
Langley	191144	203664	174017	122031	115008	62733	63944	60460	42345	41392	128411	139720	113557	79686	73616
Lethbridge	56741	50283	57180	45980	44994	27287	25911	28085	25063	21395	29454	24372	29095	20917	23599
London	165955	143315	120577	115356	130821	63891	61794	54557	47617	48187	102064	81521	66020	67739	82634
Mirabel International	59680	49059	45199	43375	46079	43343	37513	31304	29253	34303	16337	11546	13895	14122	11776
Moncton	126254	132988	115131	83896	86137	42691	46225	44695	36474	35368	83563	86763	70436	47422	50769
Montreal (Dorval)	176635	174458	168817	156606	149661	174322	172590	167649	155769	149092	2313	1868	1168	837	569
North Bay	96824	100026	87542	97918	100826	44337	41284	36915	37616	31712	52487	58742	50627	60302	69114
Oshawa	143126	136309	114200	98213	98504	44562	43100	39381	32532	34422	98564	93209	74819	65681	64082
Ottawa	218339	209470	199926	172446	161892	118283	118490	113522	107737	109015	100056	90980	86404	64709	52877
Penticton	59957	65324	51368	38173	32030	28068	28715	26957	21432	18932	31889	36609	24411	16741	13098
Pitt Meadows	287034	279963	251048	155804	123124	74942	71158	69362	51319	45446	212092	208805	181686	104485	77678
Prince George	90887	89514	77044	58451	49536	49387	48793	49124	36625	32806	41500	40721	27920	21826	16730
Quebec	133499	139987	145587	126150	110241	89205	90423	89850	82978	74430	44294	49564	55737	43172	35811
Regina	133769	114938	119474	95184	95887	62374	62250	64640	57093	54546	71395	52688	54834	38091	41341
Saint John	44732	47709	42369	34532	30301	21801	21632	20385	19130	16774	22931	26077	21984	15402	13527
Saskatoon	132683	138071	133133	103283	98183	63263	66950	68773	56230	53707	69420	71121	64360	47053	44476

[1] Boundary Bay became a tower-controlled airport in June 1983.
L'aéroport de Boundary Bay fut doté d'une tour de contrôle en juin 1983.

TOTAL AIRCRAFT MOVEMENTS TRANSPORT CANADA TOWER AIRPORTS
TOTAL DES MOUVEMENTS D'APPAREILS TOURS DE TRANSPORTS CANADA

AIRPORT AÉROPORTS	TOTAL AIRCRAFT MOVEMENTS TOTAL DES MOUVEMENTS D'APPAREILS					ITINERANT VOLS ITINERANTS					LOCAL VOLS LOCAUX				
	1979	1980	1981	1982	1983	1979	1980	1981	1982	1983	1979	1980	1981	1982	1983
Abbotsford	166773	163133	176268	115468	97371	68406	67274	71515	50255	44096	98367	95859	104753	65,213	53275
Baie Comeau	33502	33537	28543	29460	31757	22843	23094	22194	18331	18279	10659	10443	6349	11129	13478
Boundary Bay	-	-	-	-	38037	-	-	-	-	12837	-	-	-	-	25200
Brandon	80072	64044	60611	55351	40684	22275	21040	20334	18045	15922	57797	43004	40277	37306	24762
Buttonville	225278	215944	199982	199172	195747	69358	68618	63706	60273	61002	155920	147326	136276	138899	134745
Calgary International	225619	235422	233170	198467	187731	165193	184881	188467	157857	147760	60426	50541	44703	40610	39971
Castlegar	46558	40551	40153	33417	26816	20180	14566	14325	13151	11383	26378	25985	25828	20266	15433
Charlottetown	29058	30317	21287	30617	29581	16064	16603	14290	15291	15061	12994	13714	6997	15326	14520
Edmonton International	100194	99913	94937	80885	75867	67407	89069	85045	67215	62415	32787	10844	9892	13670	13452
Edmonton Municipal	201036	194883	185963	144221	132306	188727	188026	176323	139661	127930	12309	6857	9640	4560	4376
Fort McMurray[1]	55395	46895	62843	60753	51865	37024	36307	42427	37571	33404	18371	10588	20416	23182	18461
Fort St. John	73796	75261	70792	45715	39289	48093	56335	48230	34311	24577	25703	18926	22562	11404	14712
Fredericton	89092	88646	78319	55616	53975	31007	32902	32085	27370	25392	58085	55744	46234	28246	28583
Gander International	37502	32872	31510	36297	27114	28385	25442	25192	23679	22036	9117	7430	6318	12618	5078
Goose Bay	26865	30006	33139	33642	36017	23053	24375	26362	27048	27610	3812	5631	6777	6594	8407
Grande Prairie	68018	76574	71820	46793	41162	46351	52875	44138	33326	25931	21667	23699	27682	13467	15231
Halifax International	85608	84588	88429	79598	61466	53396	56418	57323	54818	47244	32212	28170	31106	24780	14222
Hamilton City	220369	207260	176871	158783	126416	66535	65847	53665	49196	41263	153834	141413	123206	109587	85153
Kamloops	81044	86332	80464	60548	59389	45882	42161	41803	32722	30618	35962	44171	38661	27826	28771
Kelowna	71638	70881	75499	49777	44850	39565	39794	40176	32343	28873	32073	31087	35323	17434	15977
Langley	191144	203664	174017	122031	115008	62733	63944	60460	42345	41392	128411	139720	113557	79686	73616
Lethbridge	56741	50283	57180	45980	44994	27287	25911	28085	25063	21395	29454	24372	29095	20917	23599
London	165955	143315	120577	115356	130821	63891	61794	54557	47617	48187	102064	81521	66020	67739	82634
Mirabel International	59680	49059	45199	43375	46079	43343	37513	31304	29253	34303	16337	11546	13895	14122	11776
Moncton	126254	132988	115131	83896	86137	42691	46225	44695	36474	35368	83563	86763	70436	47422	50769
Montreal (Dorval)	176635	174458	168817	156606	149661	174322	172590	167649	155769	149092	2313	1868	1168	837	569
North Bay	96824	100026	87542	97918	100826	44337	41284	36915	37616	31712	52487	58742	50627	60302	69114
Oshawa	143126	136309	114200	98213	98504	44562	43100	39381	32532	34422	98564	93209	74819	65681	64082
Ottawa	218339	209470	199926	172446	161892	118283	118490	113522	107737	109015	100056	90980	86404	64709	52877
Penticton	59957	65324	51368	38173	32030	28068	28715	26957	21432	18932	31889	36609	24411	16741	13098
Pitt Meadows	287034	279963	251048	155804	123124	74942	71158	69362	51319	45446	212092	208805	181686	104485	77678
Prince George	90887	89514	77044	58451	49536	49387	48793	49124	36625	32806	41500	40721	27920	21826	16730
Quebec	133499	139987	145587	126150	110241	89205	90423	89850	82978	74430	44294	49564	55737	43172	35811
Regina	133769	114938	119474	95184	95887	62374	62250	64640	57093	54546	71395	52688	54834	38091	41341
Saint John	44732	47709	42369	34532	30301	21801	21632	20385	19130	16774	22931	26077	21984	15402	13527
Saskatoon	132683	138071	133133	103283	98183	63263	66950	68773	56230	53707	69420	71121	64360	47053	44476

[1] Boundary Bay became a tower-controlled airport in June 1983.
L'aéroport de Boundary Bay fut doté d'une tour de contrôle en juin 1983.

APPENDIX "C"

Pertinent Items Relating to 1983 Air Traffic

Air Canada announced a major spring seat sale from March 11-May 29, 1983, reducing prices by as much as 75% from regular economy-class fares, and making available a total of 750,000 seats for the sale. CP Air followed suit, matching Air Canada's prices on all routes which the carriers share. The rest of the year was marked by numerous discount fares being offered by the major carriers.

CP Air discontinued one of its two daily flights between Halifax and Montreal, leaving Eastern Provincial to operate it as part of the integration program initiated between the two airlines as of April 24, 1983. CP also suspended daily service between Toronto, Regina-Saskatoon, and Vancouver on March 15, 1983.

Lufthansa began a new service linking Western Canada with Frankfurt, Germany, effective May 15, 1983, with flights operating to/from Vancouver, via Calgary, three days per week.

Beginning May 1, 1983, Cathay Pacific Airways inaugurated service between Hong Kong and Vancouver, operating Thursdays and Sundays.

Aeromexico commenced a new scheduled service July 1, 1983, at Toronto linking Toronto-Acapulco-Mexico City, after an absence from Canada of almost five years, when service was then operated from Montreal.

Air Atonabee launched a new commuter service linking Montreal, Ottawa and Toronto in September 1983.

Service by Aeroflot to Mirabel was suspended for 60 days by the Canadian government after the shooting down of KAL flight 007 by the Soviets. Flights were suspended from September 5 to November 7, 1983.

CP Air and Air BC integrated their services effective October 2, 1983, between Victoria, Vancouver and other points in British Columbia's interior. CP Air dropped two of its three daily Victoria to Vancouver B737 flights and Air BC will take over with seven daily connections with its new Dash 7, and one with a Twin Otter.

Republic Airlines suspended service to Calgary and Edmonton on October 29, 1983.

Eastern Provincial's pilots went on strike from January until mid-June 1983. As well, a strike by Nordair's clerical and ground support staff, which began in July 1982, did not end until January 24, 1983.

APPENDIX "D"

GLOSSARY OF TERMS

The following are the definitions of the terms which are used in this review. They are divided into two sections, the first being those definitions relating to Air Passenger and Cargo traffic, and the second being Aircraft Movements.

1. Air Passenger and Cargo Traffic

Arriving	The total passengers, mail, and cargo arriving on an aircraft at an airport. It includes traffic remaining on board the aircraft (i.e. transiting traffic) as well as traffic deplaned (i.e. terminating plus connecting traffic).
Cargo (Revenue)	Refers to all air freight, air express and excess baggage for which any tariff is charged. Cargo does not include mail and stores, or passenger baggage for which no charge is made.
Departing	The total passengers, mail, and cargo departing on an aircraft from an airport. It includes traffic remaining on board the aircraft (i.e. transiting traffic) as well as traffic enplaned (i.e. originating plus connecting traffic).
Deplaned	The total passengers, mail and cargo off-loaded from an airplane at an airport. It therefore consists of connecting traffic (interline and intraline transfers) as well as that terminating at the airport. At airports where the flight number changes, all arriving traffic is reported as being deplaned, although this may not actually be the case.
Domestic	Refers to a flight from a Canadian point to another Canadian point.

Enplaned	The total passengers, mail, and cargos put onto an aircraft at a particular airport. It therefore consists of connecting traffic (interline and transfers) as well as that originating at the airport. At airports where a flight number changes, all departing traffic is reported as being enplaned, although this may not actually be the case.
Freight	(ICAO Definition) - All air freight including air express and diplomatic bags but not passenger baggage.
International	Refers to a flight to or from a non-Canadian airport. It is further sub-divided into "transborder" and "other international".
International Air Charters	Refers to charter flights performed by aircraft having a maximum authorized take-off weight of more than 18,000 pounds. Includes transportation operations where the entire capacity of an aircraft has been engaged by one or a limited number of charterers for flights between Canada and any other country. Charters are classified as passenger/cargo flights.
Mainline Unit Toll	That type of unit toll operation carried out by Air Canada, CP Air and the four Regional Carriers (Eastern Provincial Airways, Québecair, Nordair, and Pacific Western Airlines) as well as the sub-contracted service by these carriers. Norcanair's class 1 services are also included under mainline unit toll starting in 1977. The term applies to similar services of foreign air carriers to/from Canada.

Other International	Refers to an international flight to Canada from an international point other than in the United States (including Alaska and Hawaii), or from Canada to an international point other than the United states (including Alaska and Hawaii). NOTE: Prior to 1968, Hawaii was included in "other international".
Revenue Passenger	Refers to passengers paying 25% or more of the normal applicable fare. (Airport Activity Survey).
Scheduled	Now referred to as mainline unit toll.
Transborder	Refers to an international flight to Canada from the United States (including Alaska and Hawaii), or from Canada to the United States, (including Alaska and Hawaii).
Unit Toll	Refers to the public transportation of persons, mail and goods on a toll per unit basis, i.e. per passenger, per package or per pound of goods.

2. Aircraft movements

Air Carrier	All civil aviation activities which have been assigned an ICAO or Canadian Domestic designator* and with classes 1, 2, 8 and 9-2 regardless of aircraft weights, and classes 3, 9-3, 4 and 9-4 with aircraft greater than 12,500 pounds gross take-off weight.
Aircraft Movement	An aircraft landing or an aircraft take-off. Aircraft movements are classified as either "itinerant" or "local". Simulated approaches (missed instrument or practice instrument approaches without landing) are included in local aircraft movements. Itinerant aircraft movements are reported on the basis of "place arrived from" or "departed to". Over-flights are not reflected in data published by Transport Canada on the aircraft movement survey.

*See Appendix of Aircraft Movement Statistics publication, TP 577, produced by the Aviation Statistics Centre.

Charter Service	Public transportation of passengers and goods at a toll per mile or per hour for the hire of all or part of the capacity of an aircraft. The charter category for airports with towers includes only those movements, by designated air carriers, of aircraft with a gross take-off weight of 18,000 pounds or more. Lighter aircraft are included under "other commercial" movements. For non-designated air carriers all charter movements are included under "other commercial" movements. At airports without towers all designated air carrier charter movements are accounted for under "Air Carrier", which also includes the unit toll movements. For non-designated air carriers, all charter movements are recorded under "other commercial" movements.
Government Civil	Aircraft owned by federal, provincial and municipal bodies as well as foreign states, but excluding those owned by crown corporations, boards and commissions.
Government Military	Aircraft of any branch of the armed forces of any nation.
Itinerant Movements	Itinerant aircraft are considered as: a) aircraft proceeding to or arriving from another location; or b) aircraft that leave the circuit but will be returning to land.
Local Movements	Local aircraft are considered as aircraft which remain in the circuit.
Other Commercial	Flights performed by commercial aircraft operators not included in either Air Carrier Unit Toll or Air Carrier charter categories. At airports with towers, it therefore includes: a) all unit toll and charter movements by non-designated air carriers b) charter movements by designated carriers of aircraft with a gross take-off weight or less than 18,000 pounds, and c) non-transport movements by both designated and non-designated carriers.

At airports without towers, "other commercial" refers to all unit toll, charter, and non-transport movements by non-designated air carriers.

Private Aircraft — Aircraft used solely for private purposes, not for hire and compensation which are classified as "Private" or "Private Restricted" in the Canadian Civil Aircraft Register or similar Registers of other countries. Owners include individuals, groups and business firms.

Simulated Approaches — Movements that are either missed instrument or practice instrument approaches without landing. (NOTE: Since May 1, 1972, simulated approaches have been grouped under "local movements" and no longer under "type of operation". Prior to June 1, 1971, simulated approaches were counted at source as only one movement. From June 1, 1971 to the present time, simulated approaches have been counted as two movements.)

APPENDIX "E"

REFERENCES

The data sources for the report were:

(1) Air Transport Association of America

(2) Air Transport Association of Canada

(3) Air Transport World Magazine, June 1984

(4) Aviation Daily

(5) Aviation Statistics Centre, Statistics Canada

(6) Aviation Week & Space Technology, July 1984

(7) Consumers' Association of Canada

(8) Interavia, October 1983

(9) International Air Transport Association (IATA)

(10) International Civil Aviation Organization (ICAO)

(11) International Travel Section, Financial Flows and Multinational Enterprise Division, Statistics Canada

(12) Statistics and Forecasts, Policy and Strategic Planning, Air, Transport Canada